



BRADLEY'S

1881.

REMINISCENCES OF NEW YORK HARBOR

1896.

AND COMPLETE

WATER FRONT DIRECTORY

— OF —

NEW YORK, BROOKLYN AND JERSEY CITY.

BY DAVID L. BRADLEY,


(EDITOR AMERICAN SHIPBUILDER)

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P R E F A C E.

HILE editor and proprietor of the MARITIME REPORTER (the first illustrated marine paper in the United States) and when the re-numbering of piers were so misleading, I conceived the idea of publishing a Directory, which, in its originality and accuracy would supply the requirements of not only the shipping community, but the general public as well. It embraced the water fronts of New York, Brooklyn and Jersey City, giving the location of every vessel line (steam and sail) and all business firms along the entire water fronts, accompanied by diagrams of the streets of the three cities, etc. The work was a success from the start, and, owing to its reliability and completeness, gained a flattering reputation and large sales. As fast as changes were made this Directory contained them, thus making it correct in every particular to date of publication, hence the demand for each succeeding edition greatly increased. The present edition embraces many new and original features:—Maps of the Two Entrances to New York Harbor—Sandy Hook and East River—showing the several channels leading thereto; also, two-page chart of New York Upper Bay and Newark Bay, Kill-Von-Kull, and several important inlets on Long Island Sound; the depth of water as per U. S. Government latest surveys are distinctly given; also, maps of Hell Gate, Harlem River, Newtown Creek, Atlantic Basin, Erie Basin, Gowanus Bay, Boundary Line between New York and New Jersey. The Directory alone has twenty-two separate diagrams, showing the streets leading to the water fronts of the three cities, location of all Business Firms, Ocean Steamers, River and Sound Steamboats, Sailing Vessel Lines, Freight Lines, Ferries; in fact, everything along the entire water fronts. There are also tables showing the distance from New York to different parts of the world, including the Hudson River, Long Island Sound, etc., etc.

52 East 34th Street,
Bayonne, N. J.

DAVID L. BRADLEY.

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NEW YORK HARBOR.

THIS Harbor is a history in itself, and has been appropriately called "the cradle of steam navigation," for it was here, in 1807, that the first practical and successful venture in steamboating was made.

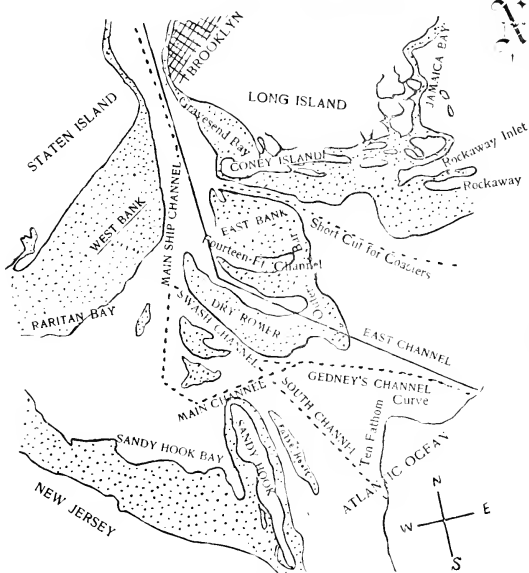
In that year the Clermont was built from designs of Robert Fulton, the inventor. This steamer made her first trip from New York to Albany in thirty-two hours, while it took the packet sloops from four to six days. The rapid success of steam navigation on the Hudson River followed as a necessity, and at the present time that "Queen of Rivers" can boast of the finest and fastest steamers in the world. The first steamship to cross the Atlantic—the Savannah—was also built in New York, by Francis Frickett and David Crocker, at Corlears Hook, East River, from designs by Wm. Scarborough, of Savannah, Ga. The keel was laid in 1818, and she was launched August 22nd of the same year. She was a full-rigged ship of 350 tons burthen, and had a direct acting, low pressure engine of 90 h. p.; diameter of cylinder 40-inches, and 5-foot stroke of piston. The engine was built by Stephen Vail, at Speedwell Iron Works, near Morristown, N. J.; boilers by Daniel Dodd, Elizabethport, N. J.

These were two important events in river and ocean navigation and began a new era in commercial intercourse between the old and the new world, and instilled new life into the shipbuilding industry, so that in 1831 New York City became the leading place in the United States for this branch of business. Among the most prominent shipbuilders located here at that time were the following: Wm. H. Webb, one of America's greatest ship constructors and a most distinguished philanthropist. His famous shipyard was at the foot of Seventh Street, East River. There were also Bergh & Co., Webb & Allen, Bell & Brown, Frickett & Thomas, Smith & Dimon; later, Divine Burtis, Wm. H. Brown, Wm. Colyer, Thos. Colyer, John Englis, and a few others of lesser note. In 1831 the Allaire and Novelty Works were the only builders of note of marine engines; later, Fletcher & Harrison, the Morgan, the Phoenix and a few other engine building works were established.

Three years previous to 1831 the arrivals and departures of river steamers at New York reached 6,400, transporting 320,000 passengers. It is mainly due to the State Canal system that New York City's present supremacy is attributed. If we look back to the commencement of the present century we will find that Pennsylvania led the Empire State in population and wealth. At that time New York City had a population of 60,615, while Philadelphia had 81,000, and even Baltimore came within 1,500 of being up to our Metropolis. No later back than 1820 Philadelphia led our city by 11,931. It was not long, however, after the Erie Canal was opened, ere New York overtook her competitors. The canal in regulating the freight rates of the railroads, by which the public was protected against unjust discrimination and extortionate charges, was the means of booming our port, hence its rapid progress.

The commercial interests of New York City had reached such proportions that her available water front was inadequate to accommodate the increased shipping. But relief came at last—the United States Government heeded the urgent appeals for improving the Harlem River, and it is now navigable from the East River to the Hudson, and wharves are gradually springing up along the intervening seven miles. The importance of this undertaking to the prosperity of New York is inestimable, as it has been needed for many years. It must be borne in mind that two-thirds of the merchandise imported into the United States is received at the port of New York, and two-thirds of the import duties are collected here. Three-fourths of the passengers travelling between the United States and foreign countries come and go by way of New York, and three-fourths of all immigrants land here. The commercial statistics of the port from July 1st, 1894, to July 1st, 1895, show that 3,315 foreign vessels entered and 3,228 cleared; American vessels from foreign ports, 1,022. Total registered tonnage, 12,344,441.

SANDY HOOK ENTRANCE TO NEW YORK HARBOR



NEW YORK HARBOR

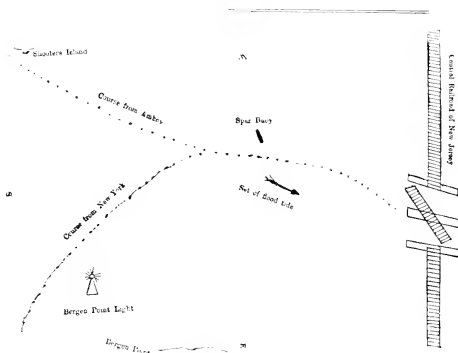
has two entrances, the Main or Sandy Hook entrance, which is equal to any other harbor entrance in the world, and the East River and Hell-Gate entrance, which has been in course of improvement since 1860. About ten years ago, as the foreign commerce of New York increased and the new types of trans-Atlantic steamships of larger size and of greater draught were rapidly superseding the old, the channels which led to our harbor were found shallow to a degree which threatened a total blockade for vessels of the larger tonnage. Steamships of the *Aurania* and *City of Rome* class frequently grounded on

the Bar. The result of this, from a commercial point of view, was obvious. Steamships of enormous carrying capacity were compelled to go out lighter than their limit. This caused a large yearly loss to shippers. On referring to the above diagram it will readily be perceived that the point of Sandy Hook on the south and Coney Island on the north, distant from each other seven miles, form the land barriers of the harbor, beginning at Coney Island, the first deep channel south, lies nearly parallel and close to the shore, useful for small coasters and pleasure steamers going to or coming from the East. A bank intervenes between this channel and the next deep water, known as the Fourteen-Foot-Channel. Then comes the East-Channel, a passageway quite unknown, or at least, announced prior to 1835, at which time the first United States survey was made. Immediately south of it lies the great Dry Romer Shoal, about six miles long and one and one-half miles broad, forming a natural division of the entrance waters—constant and firm both in nature and stability. South of this shoal are two channels which run at nearly right angles to each other from the bay outward, and which join together east of Sandy Hook, and by their junction create the bar channel, known as "Gedney's." In 1886 it was strongly urged, but to no avail, that the East Channel be made the steamship channel (*see heavy line in map*). It was argued that the Main Ship Channel was five miles longer than the East Channel, and that its five courses had to be steered through three distinct sets of current forces, as against two

BRADLEY'S REMINISCENCES OF NEW YORK HARBOR.

NEWARK BAY AND SURROUNDINGS.

SHOWING DEPTH OF WATER AS PER U. S. GOVERNMENT LATEST SURVEY [See Chart page 10].



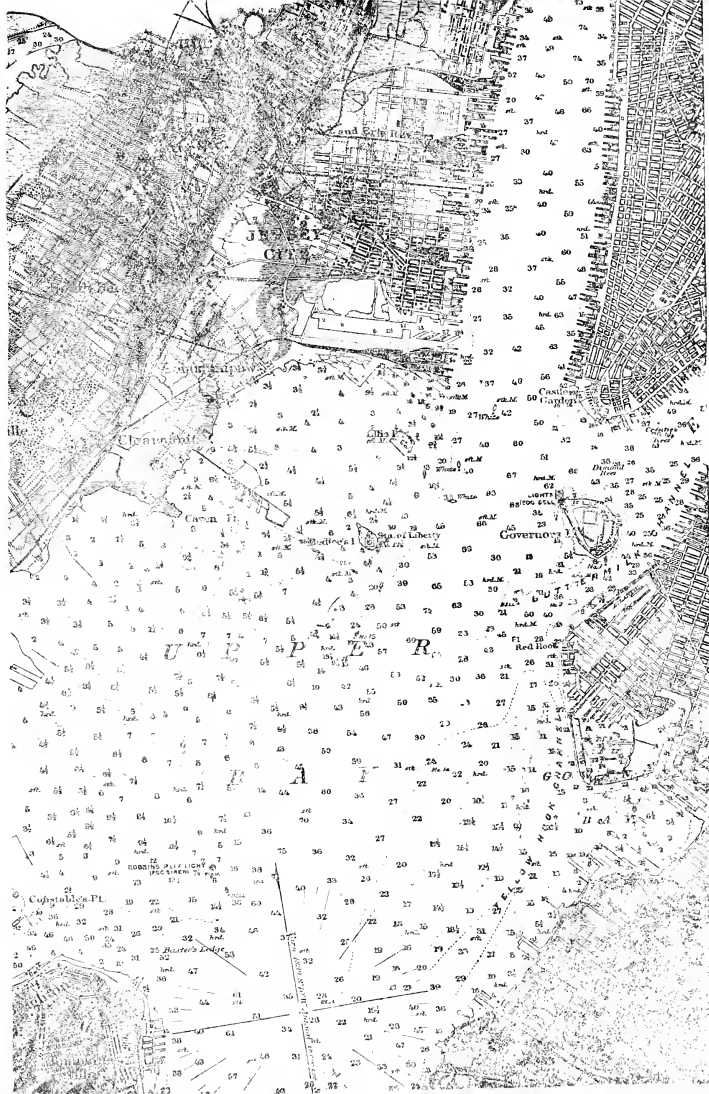
SET OF FLOOD TIDE IN NEWARK BAY—[See Page 12].

COMMERCIALLY speaking this bay is of vast importance to the City of Newark and towns on the Passaic and Hackensack rivers, and its channel has continually improved to keep up with the demand. That portion of the channel (about 1½ miles long) which lies to the east of Elizabethport, N. J., and at the mouth of Newark Bay, originally had a depth of only 9½ feet at mean low water, while the remainder, lying between Staten Island and New Jersey, had a depth of from 14 to 40 feet. Up to June 30th, 1804, a short dike was constructed and a channel dredged throughout the entire extent of the improvement, 13 feet deep at mean low water, with width varying from 300 to 350 feet. For 3000 feet in the vicinity of the bend at the Stake Light the width had been increased to 400 feet, with low water depths of from 13 to 14 feet. Up to May 1st, 1805, the channel at the turn around the Corner Stake Light and westward for a total linear distance of 1,500 feet was restored to the full width of the project of 1800-400 feet; eastward for a distance of 1,100 feet, a width varying from 250 to 300 feet was secured; an average increase in channel width of 165 feet along the entire linear distance of 2,600 feet dredged throughout to the full depth of the project 14 feet mean low water. The channel at this locality being unprotected from the drift, across the shoal flats of Newark bay forming its northerly bank, will require frequent dredging to maintain a width sufficient for the traffic constantly passing in either direction. Up to June 7th, 1805, the channel between the bridge of the Central Railroad of New Jersey was opened to the full width of 200 feet for a linear distance of 2,700 feet, and a depth of more than 10 feet at mean low water. Under the present condition of the improvement, 9.2 feet at mean low water is the greatest depth that can be carried over a shoal in Newark Bay, about 1,500 feet in extent and situated one mile below the Passaic Light. Under the present condition of the improvements vessels drawing six feet of water can at mean low water stage reach the wharves at Passaic City, the head of navigation, distant eight miles above the Centre Street Bridge, Newark. Bridge-building franchises are granted with the understanding that such structures are for the purpose of facilitating land traffic, but not to impede navigation. By a clause in the River and Harbor Appropriation act of 1882, it is provided that where any obstruction to navigation exists in or over any navigable waters of the United States, the Secretary of War may make such reasonable regulations as he may think fit to clear away the obstruction. It provides for the unobstructed passage not only for steamers and sailing vessels, but even for rafts. Railroad draw-bridges over such important navigable waterways as Harlem River and Newark Bay should be of the most modern design and made to be opened and

NEWARK



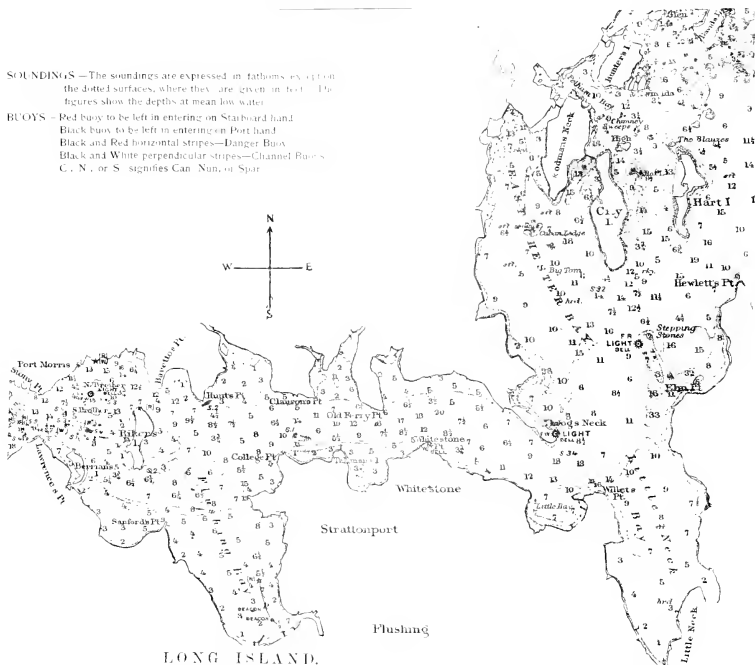
Philadelphia
New York City
Rochester



EAST RIVER ENTRANCE TO NEW YORK HARBOR.

SOUNDINGS—The soundings are expressed in fathoms, except on the dotted surfaces, where they are given in feet. The figures show the depths at mean low water.

BUOYS—Red buoy to be left in entering on Starboard hand.
Black buoy to be left in entering on Port hand.
Black and Red horizontal stripes—Danger Buoy.
Black and White perpendicular stripes—Channel Buoy.
C., N., or S. signifies Can., Nun., or Spar.



EAST RIVER AND LONG ISLAND SOUND FROM PORT MORRIS TO GREAT NECK.

THIS entrance to New York Harbor is destined to become of great importance to the Metropolis. The channel originally had many obstructions to navigation, especially at Hell Gate. But a large number of these obstacles have been removed, and up to the first of May, 1864, the water projection of Hallet's Point, covering three acres, had been removed to a depth of 26-feet, as were also Ways Reef, Shell Drake, Scaly Rock and Diamond Reef, off Governor's Island, to the same depth. Pilgrim Rock and Ferry Reef had been reduced to a least depth of 24-feet; Heel Top had been dredged to 20.5-feet; and the least depths on Frying Pan and Pot Rock were 18-feet and 22.8-feet at mean low water, respectively; Flood Rock and connecting reefs, covering nine acres, had

LONG ISLAND SOUND

FROM GREAT NECK TO MATINICOCK POINT.

SOUNDINGS.—The soundings are expressed in fathoms except on the dotted surfaces, where they are given in feet. The figures show the depths at mean low water.

BUOYS.—Red buoy to be left in entering on Starboard hand.

Black buoy to be left in entering on Port hand.

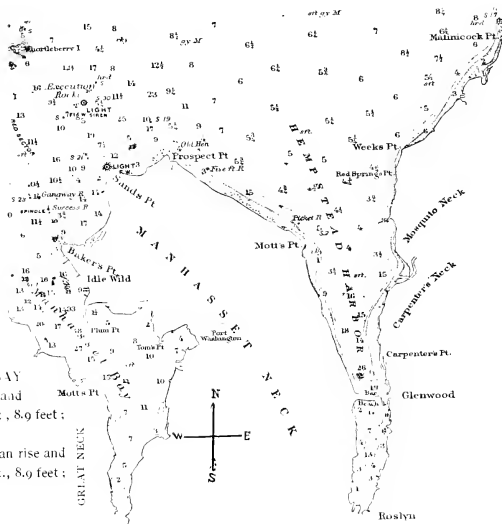
Black and Red horizontal stripes—Danger buoy.

Black and White perpendicular stripes—Channel buoy.

C. N. or S. signifies Can, Nun or Spar

MANHASSET BAY
(Cow Bay), Mean rise and fall of tide 7.7 feet; max., 8.9 feet; minimum, 6.4 feet.

Hemstead Harbor—Mean rise and fall of tide, 7.7 feet; max., 8.9 feet; min., 6.4 feet.

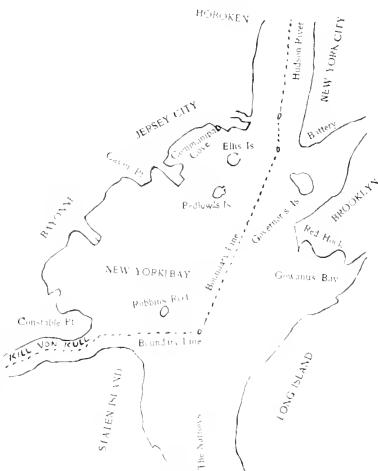


DISTANCES ON LONG ISLAND SOUND FROM THE BATTERY.

MILES.		MILES		MILES.	
College Point	11	Greenwich	30	Shelter Island	139
Flushing	12	Roslyn	30	Norwich	133
Whitestone	13	Stamford	35	Sag Harbor	140
Throgg's Neck	16	Eaton's Neck	38	New London	120
Great Neck	18	Huntington	40	Block Island	150
City Island	10	Wilson Point	40	Hartford	158
Glen Island	22	South Norwalk	42	Newport	165
Sand's Point	22	Port Jefferson	65	Fall River	170
Glen Cove	23	Bridgeport	65	Providence	180
New Rochelle	23	New Haven	76	New Bedford	187
Mamaroneck	24	Saybrook Point	100	Boston	250
Port Chester	27	Stonington	120	Portland, Me.	325
Captain's Island	28	Greenport	125		

THE BOUNDARY LINE BETWEEN NEW YORK AND NEW JERSEY.

THE accompanying diagram shows the boundary line between New York and New Jersey lands under water, from Romer Beacon, in Raritan Bay, to Hastings and Piermont on the Hudson River. Before the Joint Boundary Commission located this line on October 12th, 1887, there were many disputes—in cases attended by bloodshed—among oyster planters, dredgers and others. The Raritan Bay boundary was determined by a series of straight lines, based upon compromises of the commercial interests of both states concerned, and proved a just and satisfactory division, but great difficulty was experienced in agreeing upon the line through New York Bay. The boundary in the Arthur Kill or Staten Island Sound and the Kill Von Kull was also rather difficult of adjustment, on account, as was the case in New York Bay, of the presence of certain islands which cropped up in the way. The New York Commissioners were very reluctant to let Bedloe's or Liberty and Ellis Islands go over to the Jersey side of the line through the bay, but were bound hand and foot by a decision of the New York Court of Appeals, which, interpreting the treaty of 1834 between New Jersey and New York concerning the lands under water question, declared that the phrase "the middle of the water," which appeared in the treaty meant the centre or thread of the channel. However, New York held its own in Arthur Kill, Kill Von Kull and the Hudson River. The boundary in Arthur Kill is laid down to the west of Pratt's Island, which leaves that picturesque bit of land in New York waters, and the line through Newark Bay and Kill Von Kull to the upper bay runs past the Corner Stake Lighthouse and Shooter's Island in such a way as also to bring them within New York's jurisdiction.



Sandy Hook to Sandy Hook Lightship, 6½ miles. Sandy Hook Lightship to Fire Island, thirty miles. Sandy Hook Lightship to Shinnecock, 67 miles.

The Erie Canal was opened to navigation in the Autumn of 1825, to the great rejoicings of the citizens of New York.

The first steamer to dare the storm of ocean was the *Phoenix*, built by Col. John Stevens, of Hoboken, in 1807. She went from New York to Philadelphia, Pa.

In 1854 the Pacific Mail S. S. Line employed a fleet of twelve first-class steamers: the Atlantic and Pacific line, five; Roberts California line, three; there were five coastwise lines, embracing thirteen vessels; at the same period there were also eleven foreign lines with fifty-five vessels, running from New York City.

FERRIES FROM NEW YORK CITY TO BROOKLYN, JERSEY CITY AND STATEN ISLAND.

NORTH RIVER.

HOBOKEN. From Barclay St. to Newark St., Hoboken. Also from Christopher St. to Newark St., Hoboken. Depot of the Del., Lack. & Western R. R. A line of street cars runs from Christopher to across town to East 23d St. Ferry.

FOURTEENTH ST. FERRY. From West 14th St. to 14th St. Hoboken.

DESBROSSES ST. FERRY. Pennsylvania R. R.; New York, Susquehanna and Wilkes-Barre and Eastern Railroads; Lehigh Valley R. R. A line of street cars runs from foot of Liberty St. to across town to Grand St. Ferries.

LIBERTY ST. FERRY. to Communipaw. Central R. R. of New Jersey Depot; Royal Blue Line, N. Y., Philadelphia, Baltimore and Washington; Long Branch R. R.; Freehold and Atlantic Highlands R. R.; Allentown Line; N. Y. and Newark R. R.

CORTLANDT ST. FERRY. Pennsylvania R. R.; New Jersey, Susquehanna and Western and Wilkes-Barre and Eastern Railroads; Lehigh Valley R. R. A line of street cars runs from foot of Liberty St. to across town to Grand St. Ferries.

PAYONIA FERRY. From Chambers St. to Payonia Avenue, Jersey City. Depot of New York, Lake Erie, and Western R. R.; New Jersey and New York R. R.; Northern and New Jersey R. R.; New York and Greenwood Lake R. R. A line of street cars runs from foot of Chambers Street to E. 23d Street Ferry. A line of cars also runs to Roosevelt Street Ferry, E. R.

FERRY FROM WEST 14TH ST. TO BAY ST., Jersey City. A line of street cars runs from foot of W. 23d Street to E. 23d Street Ferry.

WEST 23d STREET FERRY. To Payonia Avenue, Jersey City. Soon as ferriadocks now under construction are completed, there will be a line from 23d Street to Pennsylvania R. R. Depot, Jersey City.

FOURTY-SECOND STREET FERRY. From W. 42nd Street to Weehawken. Depot of N. Y., Ont. and W. R. R. West Shore. A line of street cars runs from W. 42d St. to East 44th St. Ferry.

WEST SHORE FERRY. From foot of Franklin St. to Weehawken. Depot of N. Y., O. and W. R. R., West Shore.

FOURTH FERRY. From West 14th Street and W. 11th Streets.

ANNEX FERRIES.

From N. Y., E. R. Depot and W. R. R. at Pier on a Ferry, to Central R. R. at New Jersey, thence to Fulton Street, Brooklyn.

From Penn. R. R. Depot, Jersey City, to Fulton St., Brooklyn.

EAST RIVER.

BEDFORD ISLAND. From the Battery.

STATEN ISLAND FERRY. Whitehall Street to St. George.

ELLIS ISLAND. From Whitehall Street.

GOVERNOR'S ISLAND. From Whitehall Street.

SOUTH BROOKLYN FERRY. From Pier 2 to 30th Street, S. Brooklyn.

HAMILTON FERRY. Whitehall Street to Hamilton Avenue, Brooklyn.

SOUTH FERRY. Whitehall Street to Atlantic Avenue, Brooklyn.

WALL STREET FERRY. Wall Street to Montague Street, Brooklyn.

FULTON FERRY. Fulton Street to Fulton Street, Brooklyn. A line of street cars runs from foot of Fulton Street, New York, to W. 23d Street Ferry and one to Cortlandt Street.

ROOSEVELT STREET FERRY. From Roosevelt Street to Broadway, Williamsburg. A line of street cars runs from foot of Roosevelt Street to Payonia Ferry, N. R.

CATHERINE STREET FERRY. From Catherine Slip to Main Street, Brooklyn.

GRAND STREET FERRY. From Grand Street to Grand Street and Broadway, Williamsburg. A line of street cars runs from foot of Grand Street, New York, to Desbrosses Street Ferry and one to Cortlandt Street Ferry.

GREENPOINT FERRY. From E. 11th and 23d Streets to Greenpoint Avenue, Williamsburg.

HOUSTON STREET FERRY. From Houston Street to Grand Street, Williamsburg.

TWENTY-THIRD STREET FERRY. 23d Street to Broadway, Williamsburg. A line of street cars runs to Payonia Ferry and one to W. 23d St. Ferry.

LONG ISLAND CITY. F. I. R. R. From James' Slip to Hunter's Point.

HUNTER'S POINT FERRY. From E. 5th Street and E. 14th Street. A line of cars runs to W. 42nd Street Ferry.

WARD'S ISLAND. From E. 26th Street and E. 14th Street.

ASTORIA FERRY. From E. 62nd Street.

BLACKWELL'S ISLAND. From E. 29th Street, E. 62nd and E. 70th Streets.

COLLEGE POINT. From E. 50th Street.

HART'S ISLAND. From E. 29th Street.

RANDALL'S ISLAND. From E. 29th Street and E. 42nd Street.

STEAMSHIP ROUTES.

NEW YORK TO LIVERPOOL.

		NORTH TRACK.		SOUTH TRACK.	
		Total Distance from New York		Total Distance from New York	
		Miles.	Miles.	Miles.	Miles.
New York	to Sandy Hook	15½	15½	15½	15½
Sandy Hook	" Sandy Hook Lightship	6½	22	6½	22
Sand Hook Lightship	" Fire Island	30	52	30	52
Fire Island	" The Fastnet	2,726	2,778	2,813	2,865
The Fastnet	" The Old Head of Kinsale	42	2,820	42	2,907
The Old Head of Kinsale	" Queenstown (Roche's Point)	16	2,836	16	2,923
Queenstown (Roche's Point)	" Ballycotton	11	2,847	11	2,934
Ballycotton	" Conningbeg Lightship	50½	2,897½	50½	2,984½
Conningbeg Lightship	" Tuskar	19	2,916½	19	3,003½
Tuskar	" Skerries	94	3,010½	94	3,097½
Skerries	" Bar Lightship	50	3,060½	50	3,147½
Bar Lightship	" Liverpool (Rock Light)	11	3,071½	11	3,158½

NEW YORK AND VARIOUS POINTS.

New York	to Fire Island	52	52	52	52
Fire Island	" Bishop's Rock Lighthouse (Silly Isles, off Cornw all, W)	2,860	2,912	2,939	2,991
Bishop's Rock Lighthouse	" Falmouth	67	2,979	67	3,058
" " "	" Plymouth	95	3,008	96	3,087
" " "	" Needles (Isle of Wight)	194	3,106	194	3,185
" " "	" Southampton	215	3,127	215	3,206
" " "	" Cowes, (Isle of Wight)	228	3,120	208	3,199
" " "	" Havre	255	3,167	255	3,246
New York	" Milford Haven		2,958		3,041
"	" Liverpool		3,071½		3,158½

BOSTON TO LIVERPOOL.

Boston	to Boston Outer Light	8½	8½	8½	8½
Boston Outer Light	" Fastnet	2,588	2,596½	2,684	2,692½
Fastnet	" Queenstown (Roche's Point)	58	2,654½	58	2,750½
Queenstown (Roche's Point)	" Liverpool (Rock Light)	235½	2,890	235½	2,986

In 1812 a plan to propel vessels without steam was projected in New York, to completely overturn the act of the legislature granted to Fulton, who was greatly annoyed at first over the new device, which was nothing less than to propel the vessel by springs and pendulum. The boat, the wheels of which revolved with great rapidity when on the stocks, stood motionless when she was in the water.

The Brooklyn Ferry was established in the early colonial days and consisted of a flat boat worked by sweeps.

Elias Desbrosses, from whom Desbrosses Street, New York City, derived its name, was alderman of the "East Ward" in 1767.

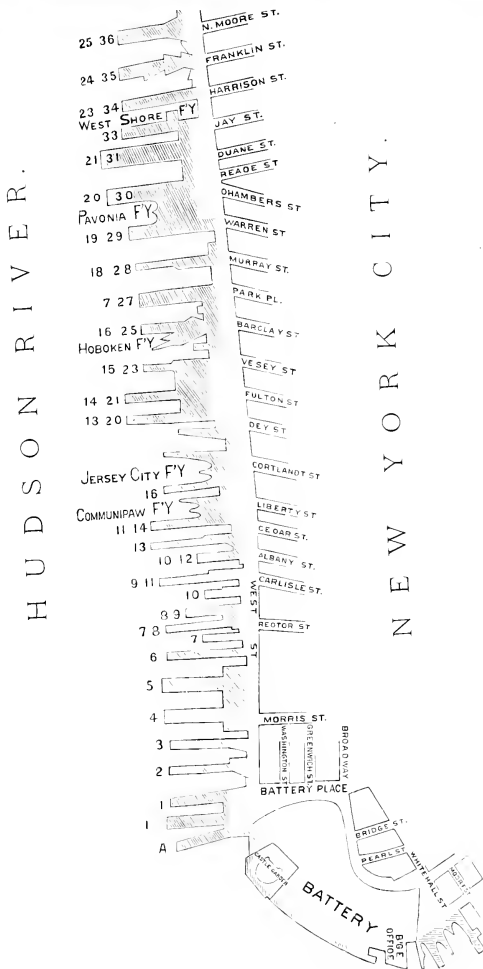
Peace with Great Britain was proclaimed by Congress in April, 1783, and the City of New York was evacuated by the hostile forces on Nov. 26th, following.

The first packet to run between New York and Staten Island was in 1755.

WATER-FRONT DIRECTORY.

NEW YORK CITY.—NORTH RIVER.

PIERS.	LINES, COMPANIES, & SHIPS.
1	Hudson River, Albany and Old Castle Garden City Line Boat.
	Pier A. D. — Department Police Boat.
1	East Steamship Company to Green Island, T. H. Kates, Junr., 1 Steamship Line (freight and passengers), 100 tons, 4000 tons, 4000 tons.
1	Pennsylvania R. R. freight station, also bulkhead bet. piers 2 and 3.
2	Tulough Valley R. R. freight station, also bulkhead bet. piers 2 and 3.
3	Tulough Valley R. R. freight station, also bulkhead bet. piers 3 and 4.
4	Pennsylvania R. R. freight station, also bulkhead bet. piers 4 and 5.
5	B. & O. freight station, also bulkhead bet. piers 5 and 6.
6	Wagon Steamship Line to Cuba and Mexico, upper side of pier (freight only), 100 tons, 80 Wall Street, Steam Heating Company, 100 tons.
7	New Brunswick and Perth Amboy passage and freight line, upper side of pier; Head quarters for Barrett's Flying Line.
8	New York and Baltimore Transportation Line, freight only.
9	New York and Baltimore Transportation Line, freight only, also bulkhead bet. piers 8 and 9.
10	Central R. R. of N. Y. freight station, South Head, 100 tons, Long Branch Steamers.
11	Grandwell Steamship Line to New Orleans, also bulkhead bet. piers 10 and 11.
12	Metropolitan Steamship Line to Boston.
13	Central R. R. of N. Y. freight station, Depot East Line, 100 tons, 100 tons, 100 tons.
14	Central R. R. of New Jersey, freight only.
15	LIBERTY STREET DEPOT to Connecticut, Central R. R. of New Jersey depot, Royal Blue Line, New York, Philadelphia, Baltimore, Washington, Long Branch R. R., Freehold, Atlantic High-Land R. R., Altoona Line, New York and New York R. R., Baltimore and Ohio R. R.,
16	CONTRADE STREET DEPOT, Pennsylvania R. R., New York, Susquehanna and Wilkes-Barre and Eastern R. R., Tulough Valley R. R., 100 tons.
17	Standard New Haven Line, passengers and freight, Steamers to Green Island, Delaware and Tucker, Central R. R. freight depot, also bulkhead bet. piers 16 and 17, upper part of pier shared by the American Line.
18	American Steamship Line to Southampton, 100 tons, B. & O. Green, bulkhead bet. piers 18 and 19.
19	Red Star Steamship Line, American Line, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
20	Hoboken DEPOT, Delaware, Delaware and Western R. R., West 4th Express, N. Y. Central and Hudson R. R., 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
21	East River, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
22	Pier 22, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
23	Pier 23, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
24	Pier 24, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
25	Pier 25, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
26	Pier 26, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
27	Pier 27, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
28	Pier 28, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
29	Pier 29, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
30	Pier 30, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
31	Pier 31, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
32	Pier 32, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
33	Pier 33, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
34	Pier 34, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
35	Pier 35, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
36	Pier 36, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
37	Pier 37, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
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42	Pier 42, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
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44	Pier 44, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
45	Pier 45, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
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47	Pier 47, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
48	Pier 48, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
49	Pier 49, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
50	Pier 50, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
51	Pier 51, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
52	Pier 52, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.
53	Pier 53, 100 tons, 100 tons, 100 tons, 100 tons, 100 tons.



WATER FRONT DIRECTORY—*Continued.*

From N. Moore to Gansevoort Street.

PIERS.

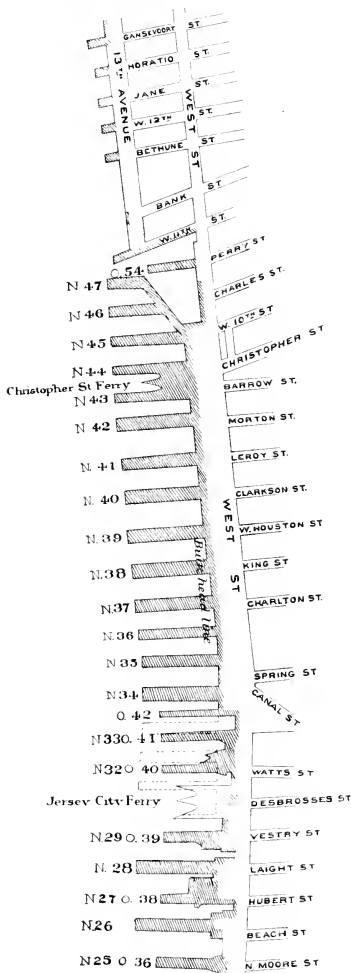
- 2 O. H. Healy & Co., Steamship Co., for Old Point Comfort, Norfolk, Portsmouth, Pinner's Point, Newport News, Petersburg and Richmond, Va.
- 25 Peninsula and Railroad Empire Line and Union Line, freight.
- 26 Albany Day Line steamers; Mary Powell for Rondout.
- 27 FIDELITY STREET FERRY to Jersey City—Pennsylvania Railroad Depot.
- 28 North Line for Boston.
- 30 Peoples' Night Line for Albany; Albany Potato Market.
- 32 General Merchandise.
- 34 Ocean Steamship Co., Savannah Line.
- 35 Providence and Stonington S. S. Co.; Baxter Wrecking Co., office, 308 West Street.
- 36 Southern Pacific Steamship Co., Morgan Line.
- 37 White Star Steamship Line; cargo and live-stock steamers.
- 38 National Steamship Line.
- 39 Cunard Steamship Co., Vernon H. Brown & Co., Agents, 4 Bowling Green.
- 40 Delaware, Lackawanna and Western Railroad Co., freight station; S. Ransom, steam titer, 187 West Street.
- Entrance to uncompleted Hudson River Tunnel.
- 42 Composite General Trans-Atlantic Steamship Line to Havre; A. E. Forget, Ag't, 3 Bowling Green.
- 43 Cutswell Line; Saugerties Line.
- CHIEFPOSTER STREET FERRY to Hoboken—Delaware, Lackawanna and Western R. R. Depot.
- 44 White Star Steamship Line; passengers and freight.
- 45 Ketchikan Steamboat Line; Citizens' Troy Line steamboats; Nyack Steamboat Line; Vietow's Troying Line.
- 46 Quebec Steamship Line, Bermuda and West Indies; A. E. Outerbridge & Co., Agents, 39 Broadway.

NOTE.—A large number of piers, wharves, and docks are not here mentioned, as they are not on the streets of the city, or are not used for shipping purposes. For a list of these, see the following pages.

OUTER MARKET.

- W 11th Street—C. C. and W. Loomis, wood; Van Eessel's gun powder store; Kuckenbolder Ice Co.
- Bedford Street—D. L. S. Bow & Co., Sash Glass Sash; M. L. & W. Blake, iron and steel saps.
- Between Bethune and W 12th Street—H. P. Campbell & Co.
- W 12th and Erie Streets—Boulevard Free Stores.
- 12th Street—W. O. and P. B. Skellern Passenger and Freight Line; Lantrytown Passenger and Freight Line; steamers to Long Branch, Elberton, Pleasure Bay.
- Hudson Street—North Ice Co.
- Greenwich Street—Port of old Newburgh Valley R. R., freight only.

HUDSON RIVER.



NEW YORK CITY.

WATER-FRONT DIRECTORY—*Continued.*

From Gansevoort to 35th Street.

Between Gansevoort and Bloomfield Streets—

West Washington Market; Quartermaster's Department; steamer Magenta for Keyport, passenger and freight.
Bloomfield Street Pierboat New Yorker.

Between Bloomfield and Little 12th Streets—Pier 59, old No. 1—Cedar Hill Ice Co.

W. 13th Street—FERRY to BAY STREET, Jersey City.

Steamer for Fort Lee, Pleasant Valley, Edgewater and Shady Side (freight only); Colver Printing Co.—Delimenter's old Works.

W. 14th Street—P. J. Deim and Co., U. S. Bonded Warehouse.

FOURTEENTH STREET FERRY to Hoboken.

W. 15th Street—Central R. R. of New Jersey (freight only); Peiper East Freight Line for Harrisburg, Va.

W. 16th Street—Hudson Plasterbark Co.

W. 17th Street—Baltimore and Ohio R. R.—Continental Line (freight only); Gas Works.

Between 17th and 18th Streets—Gas Works; General Merchandise.

W. 18th Street—General Merchandise.

Between 18th and 19th Streets—D. C. Newall's Saw Mill.

Between 19th and 20th Streets—W. J. Northrup, lumber inspector.

W. 21st Street—Knickerbocker Ice Co.'s shipyard; general merchandise pier.

Between 21st and 21st Streets—Knickerbocker Ice Co.

W. 21st Street Pier—Allan State Steamship Line, Austin, Biddan & Co., agents, 51 Broadway.

Between 21st and 22d Streets—John McClave, hardwood lumber; John McClave & Sons, mtg. Colonial bicycles; Union Ice Co.; E. H. Ogden & Co., lumber.

W. 22d Street Pier—Albany Day Line and steamer Chrystenah stop here; Rockaway and Coney Island steamers leave here.

W. 23d Street—PAVONIA FERRY to Jersey City.

PENNSYLVANIA R. R. FERRY (new line to begin in near future).

Pier 54—W. 24th Street—Anchor Steamship Co., New York and Glasgow; Henderson Bros., agents, 7 Bowling Green.

Pier 55—W. 25th Street—Atlas Mail Steamship Line to West Indies; Pim, Forward & Kellock, agents, 24 State Street; Westervliet Ice Co.

Between 25th and 26th Streets—Kharbold F. Williams, mahogany, pine and hardwood.

Pier 56—W. 26th Street—Arrow Steamship Line to Leith, Scotland; Bristol City Steamship Line to Bristol.
Between 26th and 27th Streets—Cornell Iron Works.

Pier 57—Between 27th and 28th Streets—Columbian Steamship Line (Pavonia R. R. Co.) Central Stores.

Pier 58—28th Street—Delaware, Lackawanna & Western R. R. Co.; The Staten Transportation Line (freight).

Pier 59—W. 30th Street—Atlantic Transport Line for London, New York Shipping Co., agents, 4 Broadway.

Pier 60—W. 30th Street—Stokes & Hiedford's coal elevators and lumber yard.

Pier 61—W. 31st Street—N. Y. Central and Hudson River Railroad (freight).

Pier 62—W. 32d Street—“ “ “ “

Pier 63—W. 33d Street—“ “ “ “

W. 34th Street Pier—Tripp's grain elevator; general merchandise; steamer M. Foster for Fishing Banks.

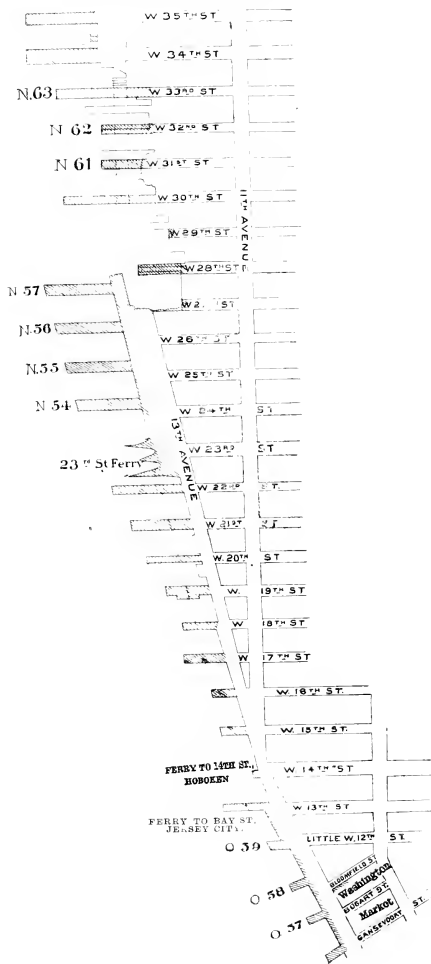
Between 34th and 35th Streets—Merchants' Union Ice Co.; Manhattan Market.

W. 35th Street Pier—Rogers & Chittum, coal.

Between 35th and 36th Streets—New York, Ontario & Western R. R. (boat ship freight only).

HUDSON RIVER.

NEW YORK CITY.



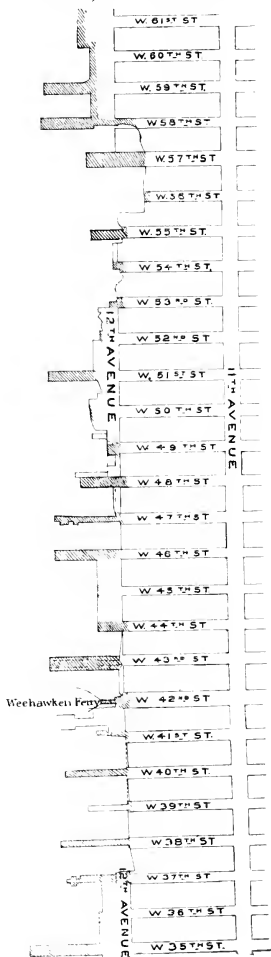
WATER-FRONT DIRECTORY—*Continued.*

From W. 36th to W. 86th Streets.

- W. 36th Street—New York, Ontario and Western Railroad slips—freight only.
 W. 37th Street—Pier 67—Pennsylvania Railroad (freight station).
 Between 37th and 38th Streets—New York, Susquehanna and Western Railroad—freight only.
 W. 38th Street Pier—Warples shipped from here; North River Stock Yards.
 W. 39th Street—General merchandise.
 W. 40th Street Pier—Citizen's Coal Co.; slaughter-houses; general merchandise.
 W. 41st Street—Consolidated Gas Co.
 W. 42d Street—FERRY TO WEEHAWKEN.—Horse cars to E. 34th, Grand and Houston Street ferries.
 W. 43d Street Pier—Knickerbocker Ice Co.; general merchandise. Bulkhead—E. S. Higgins & Co., carpet manufactory.
 W. 43d and 44th Streets—Consolidated Gas Co.
 W. 45th Street—Consolidated Gas Company.
 W. 46th Street Pier—Robert Gordon's coal yard.
 W. 47th Street Pier—D. Genime's coal pockets; general merchandise.
 W. 48th Street Pier—General merchandise; H. E. Stevens & Son, lumber.
 W. 49th Street Pier—General merchandise.
 W. 50th Street Pier—“ “
 W. 51st Street Pier—“ “
 W. 52d Street Pier—Brick Market.
 W. 53d Street Pier—General merchandise.
 Between 54th and 55th Streets—Stokes & Thedford's coal elevator.
 W. 55th Street Pier—General merchandise; E. C. Clifford & Co., ice; Western Union Telegraph crossing.
 W. 56th Street Pier—General merchandise.
 Between 56th and 57th Streets—Crimmins Asphalt Works.
 W. 57th Street Pier—Dock Department yards.
 W. 58th Street Pier—Eastman's Slaughter House.
 W. 59th Street—“ “ “
 W. 60th to 62d Streets—New York Central & Hudson River Railroad, freight.
 W. 60th to 80th Streets—Building materials.
 W. 69th Street—Wopman, Ottelman & Heissenbuttle, coal.

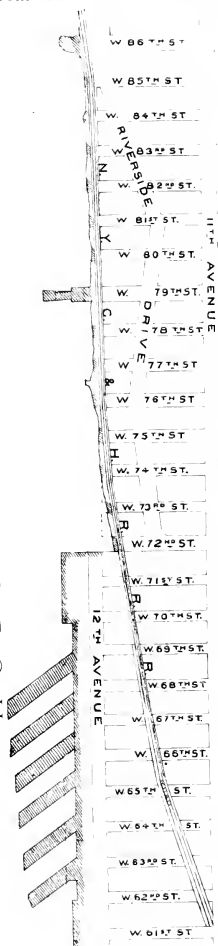
From W. 35th to 61st Streets.

HUDSON RIVER.



From W. 61st to 86th Streets.

HUDSON RIVER.



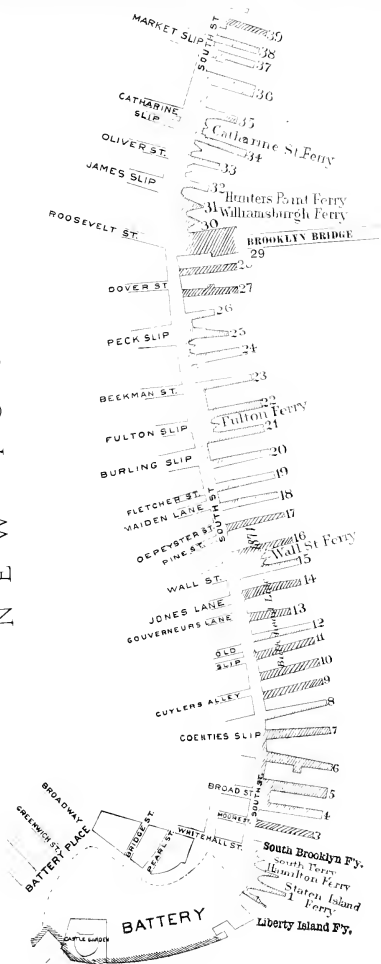
WATER-FRONT DIRECTORY.

PIERS. EAST RIVER. From Battery to Pier 39.

- 1 BATTERY PARK PIER—BATTERY ISLAND FERRY. Exchanges steamers for Rockaway, etc., and here, Barge Office, U. S. Shipping Commission, Immigrant Free Labor Bureau.
- 2 ELLIS ISLAND FERRY. Bureau of Immigration; United Press Ship News office; U. S. Marine Hospital Office.
- 3 GAVENLOCKS ISLAND FERRY. U. S. Express Co.'s branch line for Baltimore and Ohio Express.
- 4 STATEN ISLAND FERRY. Reg. 1 Transit R. R.
- 5 FERRY TO 6TH STREET, S. B. Brooklyn.
- 6 HAMILTON FERRY. U. S. Hamilton Avenue, South Brooklyn.
- 7 SOUTH FERRY. To Atlantic Avenue, South Brooklyn.
- 8 FERRY TO 10TH STREET, South Brooklyn.
- 9 Quartermaster's Department, general merchandise.
- 10 General Merchandise.
- 11 Between Piers 4 and 5. New York, Central and H. R. R., freight.
- 12 General Merchandise. Central Boat District.
- 13 " " " " " "
- 14 " " " " " "
- 15 New York, Lake Erie and Western R. R., freight.
- 16 Ocean sailing vessels: line to Melbourne and Sydney, Australia.
- 17 Campbell Transatlantic, Spanish Steamship Line for Havana; passengers and freight. J. W. Geddes & Co., agents, 80 Wall Street.
- 18 Ocean sailing vessels: general merchandise.
- 19 New York and Hunt Point Line, H. & W. Co., 18 Old Slip.
- 20 De Haven's Line to San Francisco, Calif., south side; general merchandise vessels.
- 21 Beards' Line, sailing vessels, for Key West and Tampa, N. A. Beards & Co., 19 Old Slip. Other sailing vessels.
- 22 Wm. P. Clyde & Co.'s West India Steamship Line for Santo Domingo, Haiti and Turk's Island.
- 23 WALL STREET FERRY.
- 24 New York and Cuba Steamship Co., U. L. Ward & Co., agents, 113 Wall Street.
- 25 Merchants' Trans. Co., Canal line, between New York and Trenton; New York and Norwich Propeller Co., freight; Perth Amboy and Elizabethport steamer; Metc., Merchants' Express Trans. Co., for Newark; Sutton Line, sailing ships, for Liverpool.
- 26 Sutton's Line, sailing ships, for San Francisco, Calif., south side of pier. North side of pier: Mallory Steamship Line for Texas, Galveston and Key West.
- 27 Mallory Steamship Line for Texas, Galveston and Key West.
- 28 FLEETON FERRY.
- 29 Harlem Steams in Line.
- 30 FLEETON MARKLE.
- 31 New York Freight Line; Bay's Floating and College Point Freight Lines.
- 32 OYSTER MARKLE.
- 33 Hartford and New York Transportation Co., passengers and freight; Glen Cove steamers. Northport steamers.
- 34 Hartford Freight Line, south side; New Haven Steamboat Line, north side.
- 35 Montreal Steamboat Co.
- 36 Baltimore and Ohio R. R., Continental Line, freight.
- 37 Between piers 27 and 28. Alfred Beards' steam coal hoister, office, 177 Water Street.
- 38 C. L. Bess Steamship Service, New York, Charleston, Florida and Wilmington Lines, W. P. Clyde & Co., agents, 13 Bowling Green.
- 39 C. L. Bess Steamship Service, New York, Charleston, Florida and Wilmington Lines, W. P. Clyde & Co., agents, 13 Bowling Green.
- 40 FERRY TO BROOKLYN, Brooklyn, U. L.
- 41 FERRY TO ELIZABETH, Elizabeth, N. J.
- 42 FERRY TO AND FROM PIER 11, Pier 11, Island City.
- 43 FERRY TO 11TH STREET, Pier 11.
- 44 C. L. Bess Steamship Service, New York, Charleston, Florida and Wilmington Lines, W. P. Clyde & Co., agents, 13 Bowling Green.
- 45 C. L. Bess Steamship Service, New York, Charleston, Florida and Wilmington Lines, W. P. Clyde & Co., agents, 13 Bowling Green.
- 46 W. P. Clyde & Co., agents, 13 Bowling Green.
- 47 W. P. Clyde & Co., agents, 13 Bowling Green.
- 48 W. P. Clyde & Co., agents, 13 Bowling Green.
- 49 W. P. Clyde & Co., agents, 13 Bowling Green.
- 50 W. P. Clyde & Co., agents, 13 Bowling Green.

NEW YORK CITY.

EAST RIVER



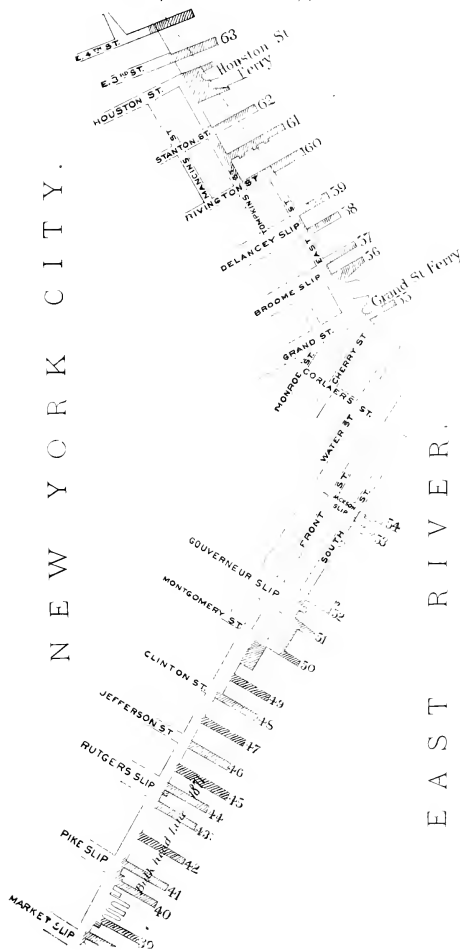
WATER-FRONT DIRECTORY—*Continued*

From Pier 41 to E 4th Street Pier.

PIERS.

42. New River Co., 100 E. 1st St., Old Colony Steamer Co.,
 43. New York & England Steamship Co., for Stamford, Ct., passengers and freight; Steamer Port Chester
 for New York; Steamer for Huntington, L.I., passengers and freight; Steamer Mandet Kent for
 for New York; passengers and freight; Steamer General for Port Chester;
 for New York; for New York & Williams, storage; Ell. & F. Driggs & Co., storage; Greenlee, Wyatt
 & Co., 100 E. 1st St., transmitters; New York Floating Dry Dock and Repair Co.'s office,
 100 E. 1st St.
 44. Marine Co., 100 E. 1st St., Westport, Steamer for Mount Vernon, freight.
 45. General Co., 100 E. 1st St.
 46. New York & New Haven & Hartford Railroad Co., East Freight Line,
 47. Between 100 E. 1st St. and 147 E. 1st St., market stalls;
 48. General Co., 100 E. 1st St., O'Brien's, 100 E. 1st St.
 49. Between 100 E. 1st St. and 147 E. 1st St., market stalls;
 50. General Co., 100 E. 1st St., Wm. Widdienberg's coal and gas discharge office, 182 South Street; Wm.
 S. 1st St., 100 E. 1st St., 24 S. 1st Street.
 51. General Co., 100 E. 1st St.
 52. Between 100 E. 1st St. and 147 E. 1st St., W. A. Warren, Arthur Lee Co.,
 53. General Co., 100 E. 1st St., Wm. Widdienberg's coal and gas discharge office, 182 South Street; Wm.
 S. 1st St., 100 E. 1st St., 24 S. 1st Street.
 54. Between 100 E. 1st St. and 147 E. 1st St., market stalls;
 55. New York & New Haven & Hartford Railroad Fire and Freight Dept., East Freight Line, for Boston and the
 East; 100 E. 1st St., Wm. S. 1st St.
 56. N. Y. & N. H. & H. R. Co., 100 E. 1st St., Wm. S. 1st St.,
 57. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,
 58. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,
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 97. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,
 98. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,
 99. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,
 100. N. Y. & N. H. & H. R. Co., 100 E. 1st St.,

From E. 4th Street to E. 39 Street.



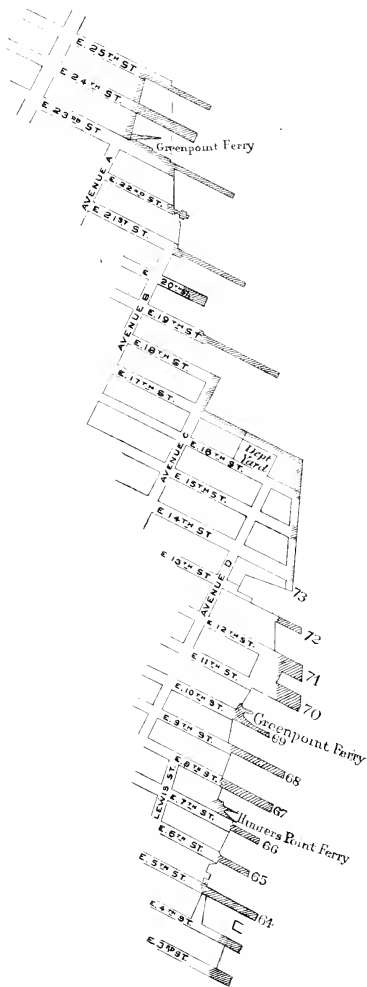
WATER-FRONT DIRECTORY—*Continued.*

From E. 3rd Street to E. 25th Street.

- E. 3rd Street—W. L. Scaapnigh's Sons, lumber and timber; John H. Monteith & Co., mahogany and rosewood; Meyer Denkes & Hoerig, coal; Constantine's storage for timber; Stiglitz's Mustard Mills.
- E. 6th Street Pier—General merchandise; E. D. Albro & Co., foreign and domestic hardwoods; Bonneau & Fleming, mahogany cabinet woods and veneers.
- E. 7th Street Pier—General merchandise; Willard Hawes & Co., timber; Constantine & Co., timber storage; Mason & Co., Ltd.; Morgan & W. Brown's dry dock and ship yard.
- E. 8th Street Pier—General merchandise; Dierberg & Goodman, Metropolitan Box Factory; Willard Hawes, log yard; C. W. Dodman, coal; F. A. Wulgreu, rosewood and mahogany saw mill; Jacob Bros., piano manufacturers.
- E. 9th Street Pier—General merchandise; Morgan Iron Works; Wm. Rowland's boat works.
- EAST 10TH STREET FERRY to Greenpoint.
Morgan Iron Works; Wm. E. Uptegrove & Co., mahogany veneers.
- E. 11th Street Pier—General merchandise; Geo. Hagemeyer & Sons, hardwood lumber; National Ice Co.; New York Mutual Gas Co.
- E. 12th Street—New York Mutual Gas Co.
- E. 13th Street—J. Rheintrank & Co., coal and wood.
- E. 14th Street—J. Rheintrank & Co., coal and wood; Wm. H. Schimml, lime, cement, etc.; John P. Kane & Co., lime, cement, etc.
- Between E. 14th and 15th Streets—Consolidated Gas Co.
- E. 15th Street—Consolidated Gas Co.
- E. 16th Street—Consolidated Gas Co.; Hospital for Contagious Diseases; Willard Parker Hospital; Health Department for Disinfectants.
- E. 17th Street—Department of Street Cleaning; Stable A.
- E. 18th Street Pier—General merchandise; Carroll Box & Lumber Co.; Byron W. Green, iron, second-hand building material.
- E. 19th Street—General merchandise; John E. Bailey & Co., Iron Works and Foundry; Electric Fire Proofing Co., general office, Hudson and Spring streets.
- E. 20th Street—Hackett & Co., coal pockets; Consolidated Gas Co.
- E. 21st Street Pier—General merchandise; Consolidated Gas Co.
- E. 22d Street—Consolidated Gas Co.; Paul Bryant, Naphtha Renovating Works.
- EAST 23RD STREET FERRY to Brooklyn, L. I.
Gray and Allen, grain dealers; Henry B. Turner, coal and wood; Gray & Lasher, lumber and timber.
- GREENPOINT FERRY.
- E. 24th Street Pier—Department of Public Works; Water meters; Wm. Campbell & Co., wall paper, interior paint, and interior decorations.
- E. 25th Street Pier—Dock Department. Between 25th and 26th streets, Candee & Smith, building material.

NEW YORK CITY.

EAST RIVER.

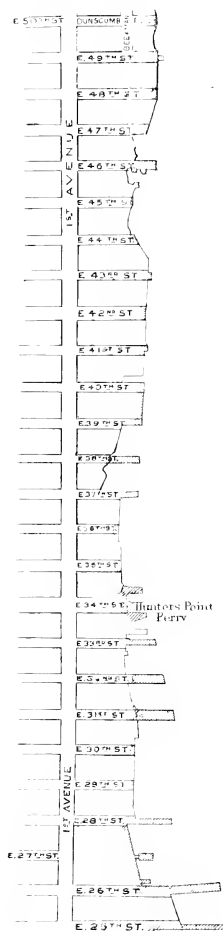


From East 25th Street to East 50th Street

- East 20th Street Pier: Public Charities and Correction; Steamers for Blockwell's, Ward's and Reed Hill's Islands; Bellevue Hospital; Station No. 2 of the New York Yacht Club.
- East 22nd Street: Bellevue Hospital.
- East 23rd Street: Piers: General Merchandise: S. Stewart, coal and wood; United States Illuminating Co.
- East 24th Street Pier: General Merchandise: Jas. Sinding & Co.; The Lockhart Marble Co.
- East 25th Street: Pier: Dock, Piers etc., etc.; Gibraltar Sack Works; Jackson's Architect Iron Works.
- East 26th Street Pier: Steamers that find at this pier: Steamer Idlewild for Great Neck, Sand's Point, Port Washington, Sea Cliff, Glen Cove, Greenock and Roslyn, Etc.; Steamer Shade Side for Stamford; Steamer Rosedale for Bridgeport; Steamer Al Foster for Fishing Banks; Steamer for Norwalk; Steamer Avonia for Blockwell's, Ward's and Hart's Islands; Steamer Maid of Kent for Greenwich, Conn.; Steamer for Shrewsbury River, Long Branch, etc.
- Between 25th and 26th Streets, Leather & Bros., coal and wood; Wm. Wike & Co., cigar box manufactory; Swift's Dressed Beef; Murray Hill Beef Co.
- East 26th Street Pier: Glen Island steamers find; Standard Gas Works; A. Fichtenstein Son & Co.
- East 27th Street Pier: General Merchandise; Knickerbocker Ice Co.; A. F. & A. G. Kaufman, Clossus Cigar Factory; General Illuminescent Art Light Co.
- East 28th STREET: FERRY to Long Island City; Long Island Railroad.
- East 29th Street: Freeman's Sash and Saws, coal and wood; Wm. P. Youngs & Bros., pine and hard wood lumber.
- East 30th Street: F. L. and E. L. Ott, coal and wood; Popcorn & Co., coal and wood.
- East 31st Street: General Merchandise; Knowles Bros. Marble Works; P. Foley's Marble Works; B. & J. Eschmann's Marble Works; Davis Bros., coal and wood; Baltimore & Ohio Railroad Station.
- Between 31st and 32nd Streets, mason materials; Brown's wood yard.
- East 32nd Street: Ky's Bay Breving Co.; Incumbent Yard No. 11; Department of Street Cleaning.
- East 33rd Street: F. L. W. Gish, kindling wood; A. Kern, architectural work in iron; Harco, coal yard.
- East 34th Street: Standard Gas Co.
- East 35th Street: F. L. Gish, Gas Co.
- East 36th Street: Standard Gas Co.
- East 37th Street: F. L. Gish, Valley Lough Station; straight timber houses.
- East 38th Street: Straight timber houses.
- East 39th Street: Straight timber houses.
- East 40th Street: Green & Co., coal and wood.
- East 41st Street: Wm. J. P. S. mason materials; Cyrus A. Stettin, millster.
- East 42nd Street: P. De Witte, Co., coal and wood; De Long, coal and wood.
- East 43rd Street: De Long, coal yard and fuel.

From East 25th Street to East 50th Street.

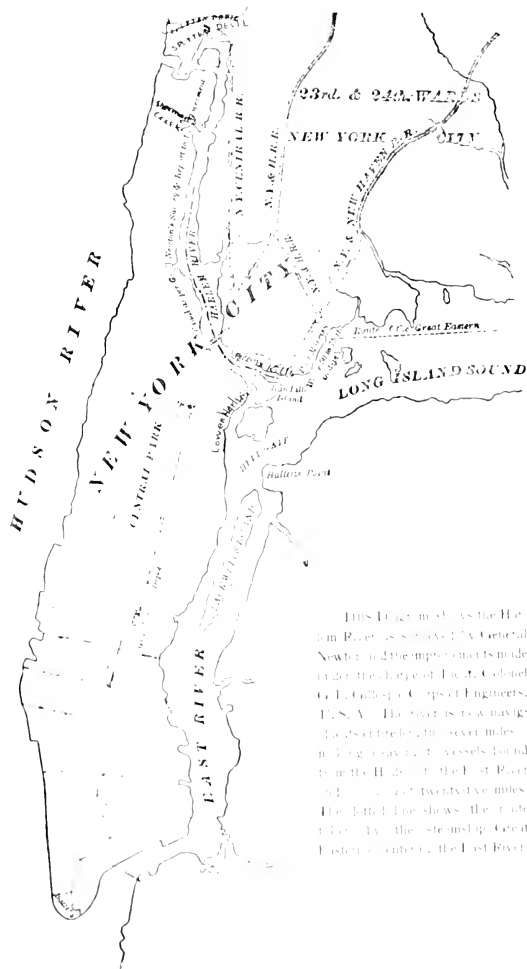
NEW YORK CITY.



EAST RIVER.

From East 50th Street to East 80th Street.

- E. 51st Street | Unimproved water frontage.
 E. 52d Street | Adler and Oppenlight Cigarettes, manufacturing; New York Hygea Ice Co.
 E. 53d Street | A. P. Bigel, A., lumber and timber; Z. S. Oppenheimer, coal and wood; Bell Bros., lumber and tin; C. C. Candler & Smith, masons' building material.
 E. 54th Street | Consumers Brewing Co. of New York, Ltd.; private dock.
 E. 55th Street | Swimming Baths.
 E. 56th Street | Curtis & Blaisdell's coal pockets.
 E. 57th Street |
 E. 58th Street | Unimproved water frontage.
 E. 59th Street |
 E. 60th Street Pier | General merchandise.
 E. 61st Street Pier | General merchandise.
 E. 62d Street | Elbertreich Bros.' coal pockets; John E. Kahney's Granite Works; Orr Bros.' Granite Yard.
 E. 63d Street | Elbertreich Bros.' coal pockets; bulkhead; Rockland Lake Ice Co.
 E. 64th Street | Neidlinger & Sons, malsters.
 E. 65th Street | Unimproved water frontage.
 E. 66th Street |
 E. 67th Street |
 E. 68th Street | B. A. & G. N. Williams, Jr., cut stone contractors.
 E. 69th Street | Unimproved water frontage.
 E. 70th Street | Davis's Saw Mill.
 E. 71st Street | F. Seadenber, Stiefel & Co., cigar manufactory.
 Between 71st and 72d Streets | Clausen's Malt House.
 E. 72d Street | Clausen's Malt House.
 E. 73d Street | Unimproved water frontage.
 E. 74th Street | The Hot Coal Co.
 E. 75th Street | Unimproved water frontage.
 E. 76th Street | Turner's Feed Co.
 E. 77th Street | Unimproved water frontage.
 E. 78th Street | General merchandise.
 E. 79th Street | Chris. Huber & Son's Stone Works; J. R. Setz's Stone Yard; Knickerbocker Ice Co.; Nathaniel Wise, mason materials.
 E. 80th Street | Nathaniel Wise, mason materials; Office of Madison Square Light Co.; Office of Manhattan Light Co.; Office of Harlem Light Co.; Wastelston & Neary, blue stone.
 E. 81st Street | M. W. Quinn's granite stone yard; Fleischmann's Vienna Model Bakery; J. Gough's artificial stone works.
 E. 82d Street |
 E. 83d Street | Unimproved water frontage.
 E. 84th Street | E. 84th Street, EAST RIVER PARK.



THIS Diagram shows the Hudson River as surveyed by General Newlin and the improvements made under the charge of Lieut. Colonel G. L. Gillespie Corps of Engineers, U. S. A. The river is now navigable for 25 or thereabouts miles, not long ago but vessels bound from the Hudson to the East River had to go about twenty-five miles. The dotted line shows the route taken by the steamship Great Eastern in entering the East River.

HARLEM RIVER.

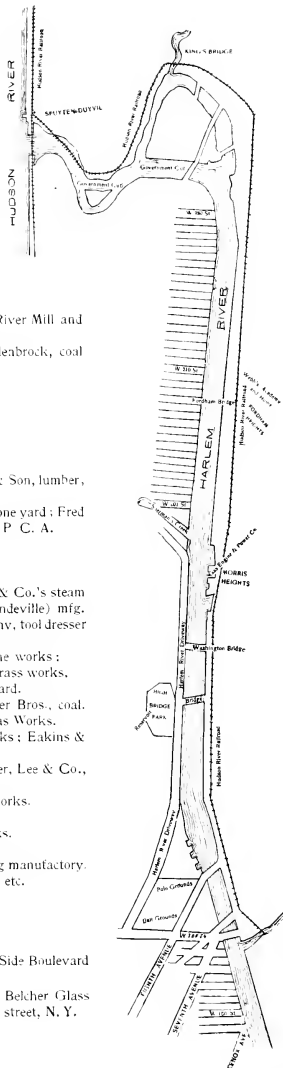
THE project for a ship canal between the East and Hudson rivers by means of artificial connection between the Harlem River and Spuyten Duyvil Creek, and the improvement of the channels of these two bodies of water is one of considerable antiquity. The Morris family, under colonial grants became the owners of large tracts of land, contiguous to the northerly side of the river, is still owned in the family. High Bridge was originally the head of navigation in the Harlem River, but there was a fair channel of about 10 feet deep at mean low water as far as Morris Dock, six miles from the mouth of the river, and a crooked one of 7 feet deep to Fordham Landing, one mile farther: there was no navigation of this latter section, except by small boats used for transporting building material to the "annexed district." Kingsbridge, $1\frac{1}{2}$ miles from the Hudson River, was the head of navigation in Spuyten Duyvil Creek, but only at high water for vessels drawing 8 feet. The range of the tides in Harlem River varied from 5.5 feet at Third Avenue Bridge, to 6 feet at the mouth of Dyckman Creek, and in Spuyten Duyvil Creek was 3.8 feet. Observations of the tides affecting these waters show that there is not a free exchange of tides between Harlem River and Spuyten Duyvil Creek, but that there is practically a divide somewhere near Fordham Bridge, between the tides flowing from the East River into the Harlem and from the Hudson River into Spuyten Duyvil Creek. Comparing the tides of the Harlem River at Fordham Bridge with those of the Hudson River at the mouth of Spuyten Duyvil Creek, it is found: 1st, that the level of mean high water in the Hudson is near one foot lower than it is in the Harlem. 2nd, that the mean rise and fall of the tide in the Hudson is 2.12 feet less than it is in the Harlem. 3rd, That the mean duration of the rise of tides in the Hudson is 36 minutes shorter and the mean duration of the fall 26 minutes longer than in the Harlem. 4th, The mean level of the Hudson at the mouth of the Spuyten Duyvil Creek is 0.265 of a foot lower than at Fordham Bridge. 5th, High water occurs 1 hour and 34 minutes earlier in the Hudson than in the Harlem.

When the several improvements in the Harlem River are completed, during the present year, it is expected that there will be a connecting channel 150 feet wide between the Hudson and East rivers, navigable at mean low water by vessels drawing 12 feet. As the result of the year's work to June 30th, 1895, the channel in the Spuyten Duyvil Creek section of the improvement, which at the beginning of the year was from 14 to 150 feet wide and 9 feet deep at mean low water, was straightened by excavating a cut 12 feet deep at mean low water, and about 140 feet wide through the point of meadow south of Johnson's foundry and generally deepened to a depth of 12 feet at mean low water from the Hudson River to the west end of Dyckman Cut, so that vessels drawing 12 feet can ascend the improved channel at low water from the Hudson to the new bridge at Broadway. In the Harlem River the improved channel is from 150 to 180 feet wide and 9 feet deep at mean low water from Broadway to a point 600 yards north of Morris Dock: from this point south to McComb's Dam Bridge at 155th Street the available channel is 160 feet wide and 10 feet deep at mean low water, and thence 15 feet and over can be carried to Ward's Island, East River. The draft of vessels passing through the improved channel from the Hudson to the East River at low water is at present, therefore, limited to 9 feet: but by the completion of the work already under contract a 12-foot depth will be secured from river to river, in a channel with a width nowhere less than 150 feet. The River and Harbor bill, for 1896, has appropriated \$125,000 for continuing the improvement of Harlem River.



HARLEM RIVER DIRECTORY.

See opposite page for Diagram for the beginning of Harlem River—
from 64th Street



- E. 80th Street and East End Avenue—Beginning of Harlem River.
- Between East End Avenue and Avenue A—House of the Good Shepherd.
- E. 9th Street—General merchandise
- E. 91st Street—General merchandise pier; Holmes and Philbrick, mason material.
- E. 92nd Street—FERRY TO ASTORIA.
- E. 93rd Street and Avenue A—Consolidated Ice Co., East River Mill and Lumber Co.
- Between Avenue A and 1st Avenue—Henicken & Willenbrock, coal and wood.
- E. 94th Street—Henicken & Willenbrock, coal and wood.
- E. 95th and 96th Streets—General merchandise.
- E. 97th Street—Holmes & Philbrick, mason material.
- E. 98th Street—G. L. Schuyler & Co., lumber and timber.
- E. 99th Street—Consolidated Gas Works.
- COLLEGE POINT FERRY.
- E. 100th Street—General Merchandise Pier—T. F. Simonson & Son, lumber, timber etc.; R. Walter, wood working mill.
- E. 101st Street—General Merchandise: John H. Scully, bluestone yard; Fred Schierenback Bottling Co.; Shelter for animals. A. S. P. C. A.
- E. 102nd Street to 103rd Street—
HARLEM PRODUCE MARKET.
- E. 103rd Street—Hanlein & Co.'s steam stone works
- E. 104th Street—W. C. Henry & Co.'s stone works; Henlein & Co.'s steam stone works; W. H. Camp (successor to H. V. Mandeville) mfg. doors, etc.; Shuttleworth's stone works; Walter M. Brophy, tool dresser and maker; M. Lennert, meat chopping establishment.
- E. 105th Street—General merchandise: McHenry & Co.'s stone works; Edwin Shuttleworth's steam stone works; Nathan's brass works.
- E. 106th Street—Nathan's brass works; W. H. Burke, coal yard.
- E. 107th Street—J. Beeber's Sons, second hand material; Meyer Bros., coal.
- E. 108th Street—Byorkstrom iron railing works; Standard Gas Works.
- E. 109th Street—Seas, Scheubner & Fredrich, steam stone works; Eakins & Co., coal and wood.
- E. 110th Street—P. Michel & Co., kindling wood mill; Donner, Lee & Co., manufacturing hatters' furnishings
- Between 110th and 112th Streets—Consolidated Gas Works.
- E. 112th, 113th and 114th Streets—General merchandise.
- E. 115th Street—Standard Gas Co.; Hill-Meyers' stone works.
- E. 116th Street—Rosenheimer Needle Co.
- E. 117th & 118th Streets—H. W. Wolfe & Co., wire and spring manufactory.
- E. 119th Street—Harlem coal pockets; also, Virginia pine oak, etc.
- E. 120th Street—Harlem Dispensary and Hospital.
- E. 121st and 122nd Streets—Boats to let.
- E. 123rd Street—Unimproved water front
- E. 124th Street and Pleasant Avenue—Steers' Lumber Yard
- E. 124th Street and 1st Avenue—William Meas & Co.; East Side Boulevard
- Rubber and Ivory Works.
- E. 125th Street and 1st Avenue—General merchandise: The Belcher Glass Works; Yellow Pine Co., offices at yard and 16 Beaver street, N. Y.

HARLEM RIVER—*Continued.*

From East 126th Street to Madison Avenue Bridge.

E. 126th Street to East Avenue—Yellow Pine Coal, on lot yard and 10 Beaver street, N. Y.
Between 1st and 2nd Avenues—Harlem Casino and Garden.

HARLEM RIVER PARK.

E. 126th Street—Smith's Chicago Dressed Beef.

SECOND AVENUE BRIDGE.

Armour & Co., Chicago Dressed Beef.

WEST SIDE OF RIVER.

Payne's Mills and Elevator; The Harlem River Milling Co.

THIRD AVENUE BRIDGE.

Lexington Avenue and First Street—Harlem River Towboat Co., J. H. McConnell, Agent.
Between First Street and Park Avenue—The Teclanche Co.
Lafant & Votey Organ Co.—Humes & Co., Piano Manufactory.

FOURTH AVENUE BRIDGE.

Between Park Avenue and Fifth Street—J. C. Watson Co.'s Grain Elevator;
10th Street and Madison Avenue—Sperry & Popham's coal pockets; New York Coal Co.
Fifth Street and Madison Avenue—J. Dobbins, coal—Wood & Robinson, timber and lumber.

MADISON AVENUE BRIDGE.

Brick Market. Above this are boat club houses and unimproved water frontage.

EAST SIDE OF RIVER.

Estey Piano Co.—Humes Brothers' Piano Manufactory;
John Bell, mason materials;
Daley's Lumber Yard;
S. Trimmer & Son, coal and wood.

FIFTH AVENUE BRIDGE.

Candle & Smith, mason materials;
Harlem River Machine Works;
A. D. Knapp, timber and lumber;
The Henry H. Lee Co., plumbers' supplies;
Politzek, coal pockets;
Harlem River Iron and Machine Works;
J. E. Mott Iron Works;
Candle & Smith, mason materials.

SIXTH AVENUE BRIDGE.

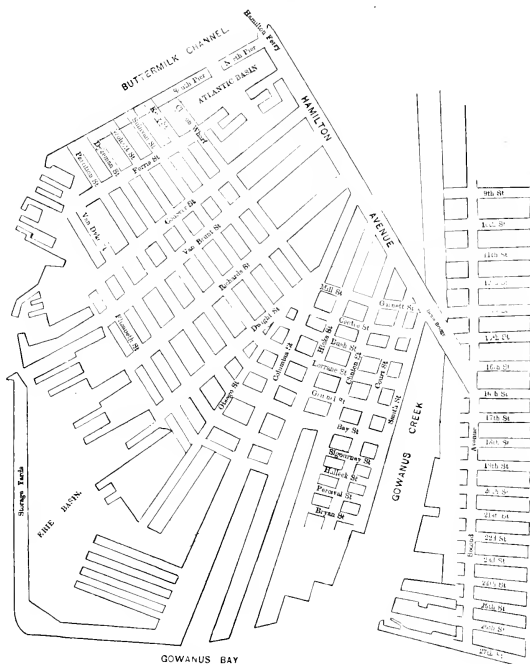
C. C. Gates & Co., Lumber and Hardware;
E. M. Bennett & Co., cash, boots, et. mill;
John Bell & Son, mason materials;
Fifth Street and Madison Avenue—Wilson, Adams & Co., hard and soft goods.

SEVENTH AVENUE BRIDGE.

John J. Ayles, Music Shop;
Wilson, Adams & Co., Lumber and Hardware;
E. H. Wilson & Co., boots, shoes, et. mill;
F. C. Smith, mason materials;
Mott, Bennett & Co., Lumber and Hardware;
F. C. Smith, mason materials; Ayles, Music and Home for Single Ladies.

WATER-FRONT DIRECTORY.

SOUTH BROOKLYN.



65th Street—FERRY TO WHITEHALL STREET, New York.

55th Street—Atlantic Yacht Club Basin.

53d Street—U. S. Projectile Co.

52d Street—Brooklyn City Power Works.

43d Street—Bush's Stores.

39th Street—H. W. Johns Mfg. Co., office 87 Maiden Lane, New York. Nassau Electric R. R. Power Station; Sanford's coal yard. Sheet-iron and Metal Works.

39th STREET FERRY TO Whitehall Street, New York. Sea Beach R. R. T. Co., West End R. R.

AMBROSE PARK—38th Street to 32d Street.

32d Street—Ambrose Basin.

32d to 28th Streets—Unimproved water frontage.

28th Street Pier—Arronott's Stores: Fruit steamers; F. W. Starr, lumber and timber.

SOUTH BROOKLYN—GOWANUS CANAL—*Continued.*

THIRD STREET BRIDGE.

West side of draw is 32 feet wide at low water; depth at low water, 8 feet. East side of draw is 33 feet wide at low water; depth at low water, 8 feet.

WEST SIDE.

Long Island Wood Co.; S. Dean's stone yard;
Truesdell & Shaw, hay and grain; H. S. Chis-
chain & Clark, building material.
Standard Oil Works.
Watson, Pettinger & Co., lumber; John Morton
& Sons, building material.

EAST SIDE.

L. H. Marks' coal yard
Nassau Railroad Power House
Gold & Nichol's stone yard.
Watson & Pettinger's lumber yard.

CARROLL STREET BRIDGE.

West side of draw is 37 feet wide at low water; depth at low water, 8 feet. East side of draw is 37 feet wide at low water; depth at low water, 8 feet.

WEST SIDE.

T. H. Lidford's coal yard.
E. H. Itjen's coal and wood yard.

EAST SIDE.

J. H. Lomas & Co., lumber.
Kenyon & Newton, lumber.

UNION STREET BRIDGE.

West side of draw is 32 feet wide at low water; depth at low water, 8 feet. East side of draw same dimensions.

WEST SIDE.

J. F. Schmedike's coal yard.
Nelson & Son, coal yard.
Wm. Murtah's coal and wood yard.
J. F. Hughes, building material.

EAST SIDE.

Dikeman's lumber yard and box factory.
Fulton Municipal Gas House.
I. T. Stone's coal yard.
Kelsey & Loughton's coal yard.

Bulkhead—Brooklyn City Dock.

ATLANTIC BASIN.

See NORTH BAY, BOSTON, and NEW BEDFORD, for the following. The following are merely the principal agents, and are not intended to be exhaustive. The following are the principal agents, and are not intended to be exhaustive. The following are the principal agents, and are not intended to be exhaustive.

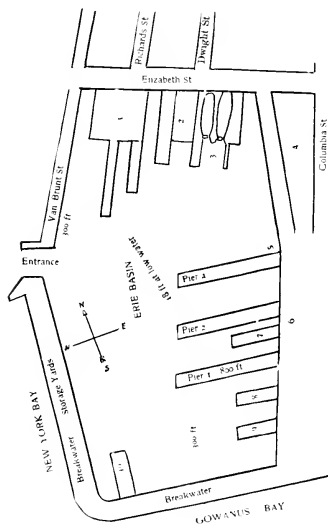
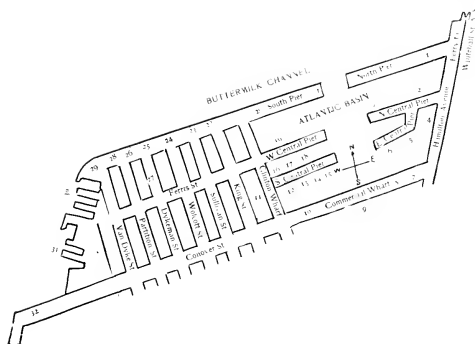
1. Pinto's Stores.
2. Norton's S. S. Line.
3. Miscellaneous steamship lines that have no regular place to load and discharge cargo.
4. Atlantic Sugar House.
5. Knott's Prince Steamship Line: John C. Seager, general agent, 2 Stone Street, New York.
6. Egan Steamship Co.
7. D. D. Mangum & Co., feed, etc.
8. Brooklyn Wharf and Warehouse Co., grain elevator, A.
9. " " " " " " " " B.
10. " " " " " " " " C.
11. Clinton Stores; Lumber Stores.
12. Central America Steamship Line.
13. New York and Neaguia Steamship Line.
14. New York and Porto Rico Steamship Co., Miller, Ball & Knowlton, agts, 96 Water & 11 Pearl Sts., New York.
15. Union Direct Hamburg Steamship Line: Solomon's steamers for Hamburg: Funch, Edve & Co., agents, Produce Exchange Annex, Floor C, New York.
16. Compagnie Nation de Navigation à Vapeur Steamship Line for Marseilles: Funch, Edve & Co., agents.
17. Bordeaux Steamship Line: Funch, Edve & Co., agents.
18. Johnston Steamship Line for Baltimore and Tampico, Mexico: Wm. Johnston & Co., Limited, general agents, 5, 6, 7 Produce Exchange Building, New York.
19. Sailing vessels.
20. Fowler's Stores.
21. Powell Mfg. Co., formerly of 86 and 88 N. 4th street, Brooklyn, E. D.; office 129 Front street, New York.

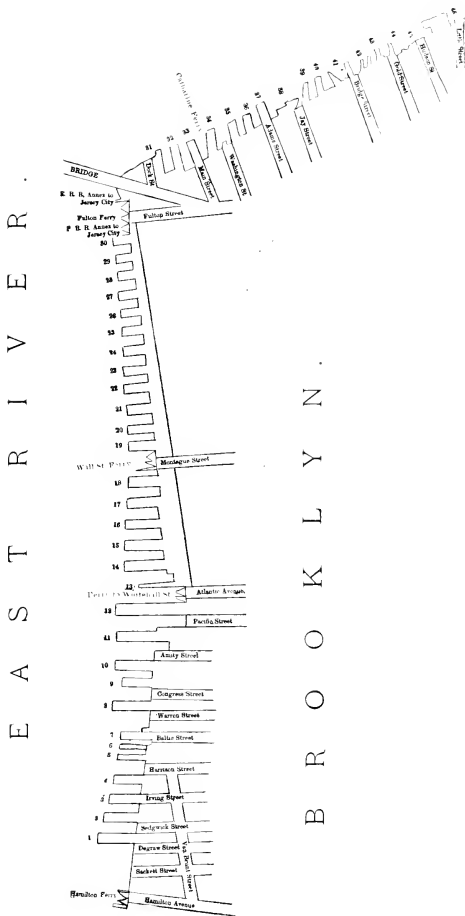
BETWEEN ATLANTIC AND ERIE BASINS.

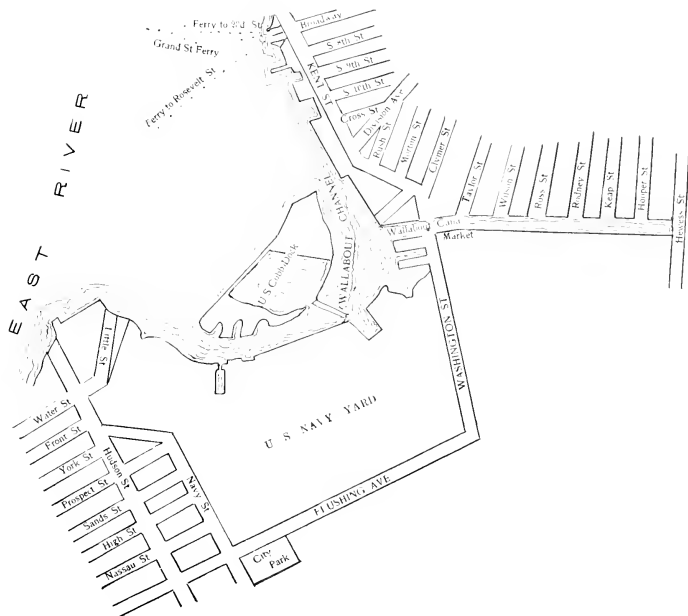
22. Stranahan Tobacco Inspection.
23. Mutual Co., office 127 Produce Exchange, New York.
24. John W. McDonald's lumber yard.
25. Johnson & Hammond Naval Stores Yard.
26. " " " " " " " "
27. Edgerwood Mfg. Co.
28. German-American Stores.
29. Merchants' Stores—Hygiene Ice Factory.
30. Brooklyn Wharf and Warehouse Co.
31. Burt's Dry Dock.
32. Brooklyn Wharf and Warehouse Co.

ERIE BASIN.

1. Burt's Stores.
2. Anti-American Stores.
3. Erie River Dry Dock, John N. Burt & Co., office 100 Washington Street, New York.
4. Erie River.
5. Hudson Dry Dock Co.
6. T. A. Burt & Co., general agents.
7. Burt's Dry Dock.
8. Wm. Gray & Sons Dry Dock.
9. " " " " " " " "
10. T. A. Burt & Co., Dry Dock.







WALLABOUT CREEK.

1. C. C. Thompson & Co., Ltd., Ridgewood Ice Co.; Ice, Brown, hay and straw.
2. P. C. C. Co., Long Island Ice; P. Neville & Son, hay, etc.

GOING UP THE CREEK—RIGHT HAND SIDE.

1. J. W. Jones & H. S. H. Co.
2. J. S. S. Co., Ltd.
3. J. W. W. Co., Ltd.
4. J. S. S. Co., Ltd.
5. J. S. S. Co., Ltd.
6. C. C. C. Co., Ltd.
7. A. S. S. Co., Ltd.

LEFT HAND SIDE.

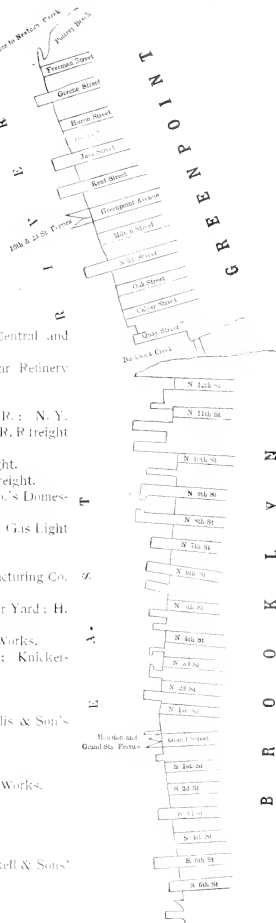
1. H. S. H. Co., Ltd.
2. J. S. S. Co., Ltd.
3. S. L. S. Co., Ltd.
4. K. S. & Adams, mason material.
5. Walter L. K. & B. Co., mason material.
6. The O. S. & W. Co., Ltd.
7. The O. S. & W. Co., Ltd.
8. J. S. S. Co., Ltd.
9. J. S. S. Co., Ltd.
10. The B. S. & W. Co., Ltd.
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FROM MOUTH OF CREEK—NORTH.

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100. S. S. S. Co., Ltd.

BROOKLYN, E. D.—From South 6th Street to Newtown Creek.

- S. 6th Street—F. W. Wurster & Co.'s Rolling Mill; Geo. P. Jacobs & Co., supplies for plumbers.
Between S. 6th and S. 5th Streets—American Sugar Refining Co. (formerly Havemeyer's).
- S. 5th to S. 1st Streets—American Sugar Refining Co.
Grand Street—FERRIES TO GRAND AND HOUSTON STS., New York.
Freight station of Baltimore and Ohio R. R.; Central R. R. of N. J.; Phila. and Reading R. R.
- N. 1st Street—F. E. Teves, coal pockets.
N. 2d Street—Amer. Sugar Refining Co., (for. Havemeyer's)
N. 3d Street—"
N. 4th Street—Palmer's Stores.
Between N. 4th and N. 5th Streets—Pennsylvania R. R. freight station.
- N. 5th Street—Pennsylvania R. R. freight station.
Between N. 5th & N. 6th Streets—Palmer's Dock; New York, Lake Erie and W. R. R.
- N. 6th Street—Palmer's Dock—Lehigh Valley R. R.; N. Y. Central and H. R. R. freight station.
Between N. 6th and N. 7th Streets—American Sugar Refinery (Havemeyer's) barrel factory.
- N. 7th Street—Old Dominion Steamship Co.'s freight station.
N. 8th Street—Palmer's Dock—N. Y. Lackawanna and W. R. R.; N. Y. Central & H. R. R., West Shore R. R.; Lehigh Valley R. R. freight station; Potato market.
- N. 9th Street—Palmer's coal pockets; Lehigh Valley R. R. freight.
N. 10th Street—Palmer's grain elevator; Lehigh Valley R. R. freight.
Between N. 10th and N. 11th Streets—Standard Oil Co.'s Domestic Trade Dept., J. C. Miller, mgr.
Between N. 11th and N. 12th Streets—Williamsburgh Gas Light Co.
- N. 12th Street—Standard Oil Works.
N. 13th Street—Pratt's Oil Works; Henry Vogt & Bros.' Manufacturing Co.
- BUSHWICK CREEK BRIDGE.
- Quay Street & Franklin Steam Boiler Works; C. Winnant's Spar Yard; H. Lawrence's Ship Yard.
Between Quay and Colver Streets—Continental Iron Works.
- Colver Street—Continental Iron Works; American Jute Mills; Knickerbocker Ice Co.
- Noble Street—American Jute Mills Storage.
Milton Street—W. C. W. Child's Iron Works.
Between Milton and Greenpoint Avenue—John Egles & Son's Ship Yard.
- GREENPOINT AVENUE.
- FERRIES TO E. 10th & E. 23rd STREETS, New York.
- Kent Street—J. W. & W. T. Smith, timber yard; Faber's Pencil Works.
- JAVA STREET—John C. Orr & Co.'s Saw Mill.
- India Street—John C. Orr & Co.'s Saw Mill.
- Huron Street—Wm. Uptegrove & Bro.'s lumber yard.
- Greene Street—New York Dye Wood Co.
- Freeman Street—P. M. Dingee & Sons' timber yard; Wm. Gaskell & Sons' Greenpoint Bolt Works.



NEWTOWN CREEK.

NEWTON CREEK is a tidal stream about four miles long. The range of tides is 4 feet approximately. It was not a few years ago that this waterway was comparatively unimportant, except at its mouth, owing to its slight depth of water. It has now reached a point where it ranks among the most important streams in the United States according to its size in the extent of its commerce. In May, 1871, 1895, the 18-foot channel from the entrance to Vernon Avenue Bridge was 175 feet wide and 12 feet deep at and near the bridge, with a 21-foot channel 40 feet wide on the centre. The channel from Vernon Avenue Bridge to Central Oil Works was 80 feet wide and 16 feet deep, mean low water, with an 18-foot channel 40 feet wide through the centre; from the Central Oil Works to Queen's County Oil Works, 10 feet wide and 14 feet deep; from the latter works to Nichols Chemical Works 110 feet wide and 12 feet deep; from Nichols Chemical Works to Maspeth Avenue, 75 feet wide and 17 feet deep; from Maspeth Avenue to Metropolitan Avenue, on the East Branch, 100 feet wide and 10 feet deep; and on the West Branch, 50 feet wide and 10 feet deep. In the English Kills Branch the channel is 120 feet wide and 8 feet deep from Nichols Chemical Works to a point 70 feet to the eastward.

The River and Harbor bill of 1896 authorizes contracts for the improvement of the channel not to exceed in the aggregate \$425,000, the first appropriation under the new bill is \$10,000. A uniform depth of 18 feet, at mean low water, and a width of 125 feet will be secured for the channel from the mouth of the creek to the head of navigation.

NEWTOWN CREEK DIRECTORY.

The business firms, one in relation to, you proceed up the creek from its entrance.

SOUTH SIDE.

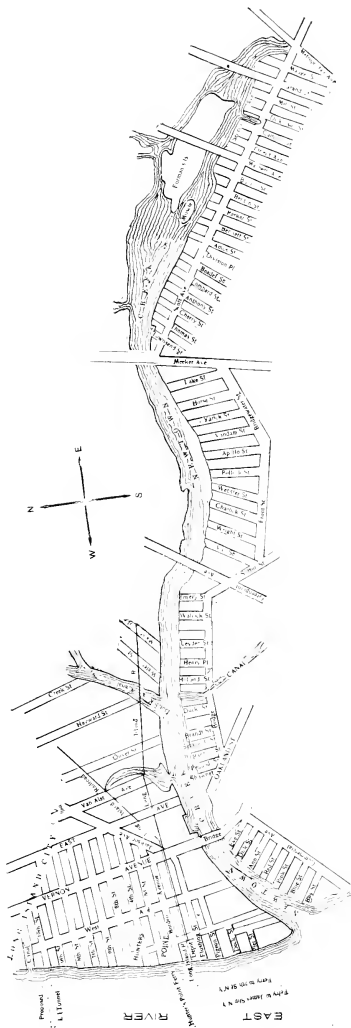
1. Bay Street—Z. Bergen's lumber yard.
2. Blue Street—Geo. H. Reeves's lumber yard.
3. Pink Street—Logan Iron Works.
4. Red Street—American Sugar Refinery.
5. Ann Street—"
6. Duck Street—E. P. Gleason Mfg. Co.'s Works.

NORTH SIDE.

7. Chelsea Lute Mills.
8. C. & D. M. Williams's dry dock.
12. Long Island Lumber Co.
11. H. L. Borroughs & Co., lumber.
14. Whiting Lumber Co.
15. Ross or Lumber Co.
10. Union College pumping dock; Standard Silica Cement Co.
17. Jas. H. & J. F. Hommedieu, lumber.
18. Newtown Creek, towing Co.—Russell Bros.

VERNON AVENUE BRIDGE.

19. Olyphre Oil Works.
20. Brooklyn Oil Works.
21. George A. Co's—Duck & S. Frank Chemical Works.
22. Daniel M. Collins's coal yard.
23. E. C. Smith's Lumber and Fuel Factory.
24. Green point W. & C. Co.
25. Geo. W. Piper & Co., coal.
26. John Cooper, Lumber, Fuel Co.
27. P. & A. M. Co's Lumber Works.
28. R. J. & B. Co's Lumber and Fuel Works.
29. H. L. Fisher, Mfg. Co's Works.
30. M. & A. Co's Lumber and Fuel Co.
31. W. H. Mead, Lumber and Fuel Co.
32. E. D. Co's Lumber and Fuel Co.
33. Empire Packing Co. Limited.
34. King's County Oil Works, No. 4.
35. Wolf's Lumber Co.
36. Chelsea Oil Works.
70. N. Y. Vol. Life Saving Service.
71. White Star Towing Co.
72. Wm. Meserole, mason material.
73. C. Cunningham's Novelty Boiler Works.
74. Knickerbocker Ice Co's depot.
75. N. W. Godfrey's gravel yard.
76. Mehl's Family Oil Co.
77. D. S. Jones, coal and building material.
78. Thos. Morgan's grain elevator.
79. L. S. Isard Marine and Construction Co.
80. J. N. New & Bro., coal and wood.
81. Eppinger & Russell's Creosote Works.
82. Simonds Mfg. Co's Factory.
83. Empire Storage & Lumber Co.
84. L. L. B. R. Co's range of docks.



CLINTON AVENUE BRIDGE.

NORTH SIDE.

- (1) B. J. & S. Co., Engineers.
- (2) N. Y. C. Bridge Co.
- (3) E. J. & S. Co., Engineers.
- (4) A. J. & S. Co., Engineers.
- (5) P. J. & S. Co., Engineers.
- (6) J. & S. Co., Engineers.
- (7) G. & S. Co., Engineers.

COURT AVENUE BRIDGE.

- (1) N. Y. C. Bridge Co.
- (2) B. J. & S. Co., Engineers.
- (3) H. J. & S. Co., Engineers.
- (4) E. J. & S. Co., Engineers.
- (5) A. J. & S. Co., Engineers.
- (6) W. J. & S. Co., Engineers.
- (7) A. J. & S. Co., Engineers.

GRAND ST. BRIDGES.

- (1) E. J. & S. Co., Engineers.
- (2) B. J. & S. Co., Engineers.
- (3) C. J. & S. Co., Engineers.
- (4) H. J. & S. Co., Engineers.
- (5) A. J. & S. Co., Engineers.
- (6) W. J. & S. Co., Engineers.
- (7) G. & S. Co., Engineers.
- (8) J. & S. Co., Engineers.
- (9) P. J. & S. Co., Engineers.
- (10) S. J. & S. Co., Engineers.
- (11) T. J. & S. Co., Engineers.
- (12) U. J. & S. Co., Engineers.
- (13) V. J. & S. Co., Engineers.
- (14) W. J. & S. Co., Engineers.
- (15) X. J. & S. Co., Engineers.
- (16) Y. J. & S. Co., Engineers.
- (17) Z. J. & S. Co., Engineers.
- (18) A. J. & S. Co., Engineers.
- (19) B. J. & S. Co., Engineers.
- (20) C. J. & S. Co., Engineers.

W. J. & S. Co., Engineers.

W. J. & S. Co., Engineers.

W. J. & S. Co., Engineers.	W. J. & S. Co., Engineers.
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JERSEY CITY.

COMMUNIPAW DIRECTORY.

In Cove—National Storage Co.'s Warehouses and Docks; Marine Vapor Engine Co.

Proceeding North from Cove.

The first is Fort Liberty Pier.

Pier 8—Communipaw Coal Co.

Piers 7, 6, 5, 4—Central R. R. of New Jersey (freight).

Between Piers 4 and 3—C. R. R. of N. J. float bridges.

Pier 3—Central R. R. of New Jersey (freight).

FERRY TO LIBERTY STREET, New York.

Pier 2—Central R. R. of New Jersey, Sandy Hook Steamers lay up.

Pier 1½—Lehigh Valley R. R., freight.

Between Pier 1½ and Pier A—Lehigh Valley R. R. floats

Piers A, B, C, D—Lehigh Valley R. R., freight.

MORRIS CANAL BASIN.

SOUTH SIDE.

Proceeding up the Basin.

1. Rickard & Son's Dry Dock.
2. Pier G—Lehigh Valley R. R., freight (pier not shown on diagram).
3. Pier H—Lehigh Valley R. R., freight (pier not shown in diagram).
4. Lehigh Valley R. R. Stock Yard.
5. U. S. Building Material Co., office 621 Broadway, New York.

NORTH SIDE.

Proceeding up the Basin.

6. Lehigh Valley R. R. Coal Pier.
7. American Sugar Refining Co., Washington St.
8. American Sugar Refining Co., Warren Street.
9. American Sugar Refining Co.
10. M. Davis, mfg. propeller wheels.
11. J. H. Davis' Dry Dock.
12. John Swanson's Dry Dock.
13. Gap—Central R. R. Coal Co.
14. The Barber Asphalt Paving Co.
15. P. H. Doherty, ice depot.
16. Jas. P. Hall, building material.
17. P. Sanford Ross's log basin.
18. Palmer's Dry Dock.
19. Wm. Rickard's Dry Dock.
20. Robt. Smith's Dry Dock.
21. Washburn's brick yard.

From mouth of Morris Canal Basin, going North.

Foot of Hudson Street—Colgate's lumber dock.

First pier—Lehigh Valley, coal.

Between first pier and Essex Street—The Brown Dry Dock Co.; Theo. Smith & Bro., machine and boiler shop.

Between Essex and Morris Street Pier—Vulcan Iron Works.

Morris Street Pier—General merchandise.

Between Morris and Sussex Streets—Vulcan Steam Boiler Works; New Jersey Ice Co.; Cushing Co.'s Stores.

Sussex Street Pier A—International Navigation Co. (Red Star Steamship Line); Jersey City Brass Foundry.

Between Sussex and Grand Streets—Jersey City Steam Copper and Brass Works.

Grand Street Pier B—International Navigation Co. (Red Star Steamship Line).

Between Grand and York Streets—Jersey City Stores.

Foot of York Street, Pier C—Penn. R. R.; Sicilian Steamship Line.

PENNSYLVANIA ANNEX to Fulton Street, Brooklyn

FERRIES to Cortlandt and Desbrosses Streets, New York.

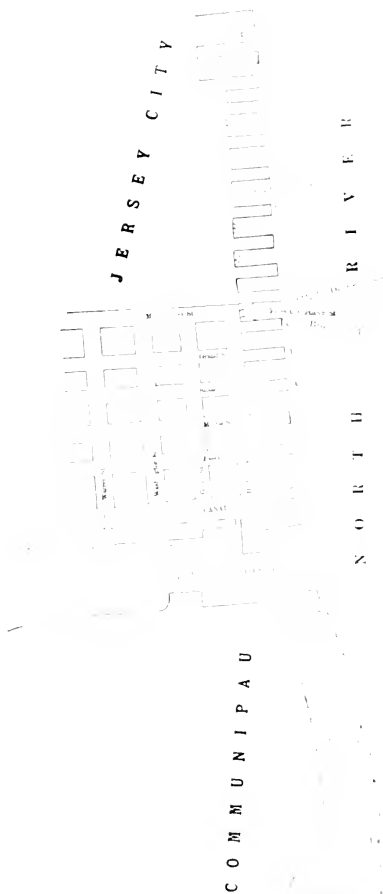
Pier D—Adams Express, freight.

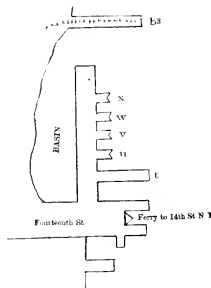
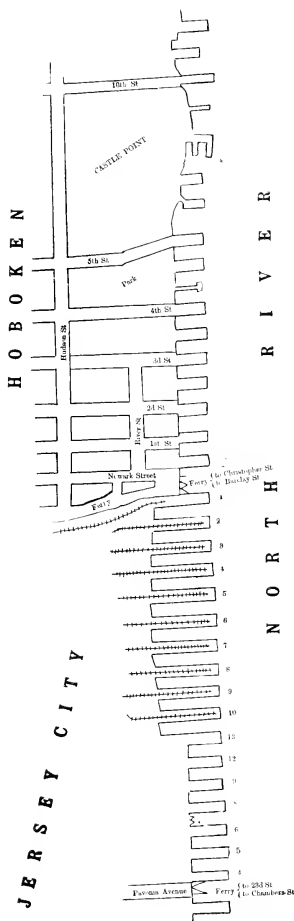
Penn. R. R. floats.

Pier E—Penn. R. R., freight.

Penn. R. R. floats.

Pier F—General merchandise.





JERSEY CITY.

See Diagram, opposite page.

Allison's Dry Dock and Shipyard.

BAY STREET FERRY to W. 13th St., New York.

Pier G—General merchandise.

Pennsylvania Railroad floats.

Piers H, I, J, K, L - Pennsylvania Railroad, freight.

Coal Pier—Pennsylvania Railroad.

Central Stock Yard and Transit Co.

New York, Lake Erie and Western Grain Elevator.

See Diagram, this page.

Pier 2—Manhasset Steamship Line : Simpson, Spruce & Young, agents, 29 Broadway, New York.

PAVONIA FERRIES to Chambers & W. 23d St., N. Y.

Pier 4—Wells, Fargo & Co.'s Express.

Pier 5—Erie Railroad track pier,

Pier 6—Erie Railroad, freight.

Erie Railroad, floats.

Piers 8, 9—Erie Railroad floats.

Piers 13, 12—Del., Lackawanna & W'n R.R., freight.

“ “ “ “ floats.

“ “ “ “ freight.

HOBOKEN

- Pier 1, Hoboken, C. C. C. Co., agents, 1878.
 Pier 2, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

HUDSON RIVER.

DISTANCE BY WATER FROM NEW YORK TO TROY.

WEST SIDE.	
FROM THE BATTERY TO	
	Miles
Edgewater, N. J.....	8
Pleasant Valley.....	10
Fort Lee.....	12
Englewood.....	13
Nyack.....	28
Rockland Lake.....	34
Haverstraw.....	40
Grassy Point.....	42
Tompkin's Cove.....	44
Iona Island.....	49
Cranston's.....	52
West Point.....	53
Storm King.....	55
Cornwall.....	56
New Windsor.....	58
Newburgh.....	60
Marlborough.....	68
Milton.....	72
Highland.....	77
West Park.....	82
Ulster Landing.....	95
Rondout.....	96
Saugerties.....	100
Malden.....	105
Smith's Landing.....	109
Catskill.....	115
Athens.....	120
Coxsackie.....	126
New Baltimore.....	133
Coeymens.....	135
Albany.....	145

EAST SIDE.	
FROM THE BATTERY TO	
	Miles
Twenty-third Street.....	3
Forty-second Street.....	4
One Hundred and Twenty-fifth Street.....	8
Spyten Duyvil.....	10
Yonkers.....	17
Hastings.....	21
Dobbs Ferry.....	22
Irvington.....	26
Tarrytown.....	28
Sing Sing.....	35
Croton Point.....	44
Peskskill.....	48
Anthony's Nose.....	50
Cold Spring.....	54
Fishkill.....	60
New Hamburg.....	67
Poughkeepsie.....	76
Hyde Park.....	81
Rhinebeck.....	90
Tarrytown.....	98
Tivoli.....	100
Germantown.....	111
Hudson.....	120
Stockport.....	126
Stuyvesant.....	130
Castleton.....	140
Troy.....	151

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THE LIMITS OF THE PORT OF NEW YORK ARE AS FOLLOWS:—

Both banks of the Hudson River, as far as a line crossing the river at a boundary between New York and Yonkers; both banks of the East River to a line drawn between Port Morris Dock and Lawrence, L. I.; all the shore of Staten Island; all the Kill von Kull; all the lower bay outside of a line drawn from about Hoffman's Island to the ship channel off Sandy Hook Point.

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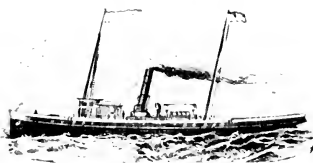
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LIABILITIES :

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Reserve Premium Fund	4,395,659 00
Unpaid Losses	571,731 41
Unpaid Re-Insurance, Commission on Uncollected Premiums and other claims	180,782 72
Net Surplus	1,705,455 41
	<u>\$9,853,628 54</u>

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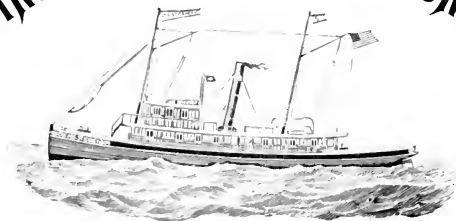
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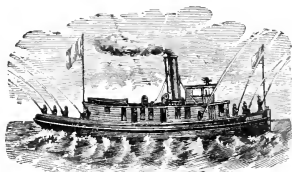
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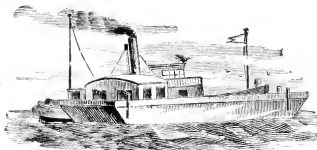
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